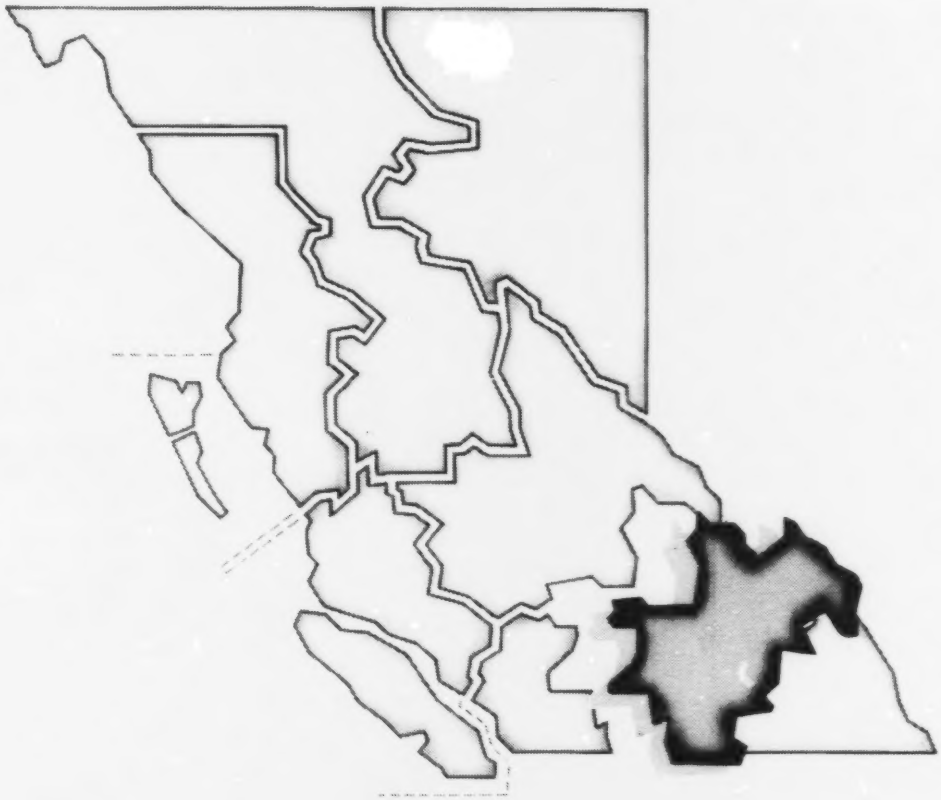
Thompson-Okanagan – Region 3

Transportation Task Force



FREEDOM TO MOVE

RECOMMENDATIONS OF THE REGIONAL TRANSPORTATION TASK FORCE FOR THE THOMPSON-OKANAGAN

Submitted by the Regional Transportation Task Force to the Minister of State for Thompson-Okanagan Region

July, 1989

89-06175/

THOMPSON-OKANAGAN
REGIONAL TRANSPORTATION PLAN

TABLE OF CONTENTS

	EXECUTIVE SUMMARY	i
1.0	INTRODUCTION	1
	1.1 Geography	1
	1.2 Regional Economic and Population Phase.	2
2.0	OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN	8
3.0	PROCESS USED IN DEVELOPING THE REGIONAL PLAN.	10
	3.1 Committee Structure	10
	3.2 Public Hearings	12
4.0	TRANSPORTATION ISSUES	16
	4.1 Existing Highway Network	16
	4.2 Immediate Priorities and the Year 2000 Strategic View.	19
	4.3 Inland Ferries	21
	4.4 Railways	22
	4.5 Air	22
	4.6 Ports	24
	4.7 Transit	25
5.0	PROPOSED PROJECTS	26
6.0	PROPOSED INITIATIVES	32
	6.1 Highways	32
	6.2 Railways	33
	6.3 Transit	35
	6.4 Ports	35
7.0	CONCLUSION	36
8.0	APPENDICES	38

EXECUTIVE SUMMARY

Background

Under the auspices of the Minister of State, the Thompson-Okanagan Regional Transportation Committee was formed and charged with the responsibility of preparing a strategic transportation plan with the following objectives:

1. to determine the present and future transportation needs and priorities of the region;
2. to analyze issues and provide support documentation for recommended improvements;
3. to recommend to government a transportation plan for the region which includes short and long-term directions.

A group of citizens, familiar with the needs, characteristics and aspirations of the region was named by the Minister of State, the Honourable Howard Dirks, to sit on the Regional Transportation Committee for Thompson-Okanagan. All modes of transportation, air, marine, highways, rail, and transit were to be considered in the review. The overall goal is to produce at a regional level a report identifying transportation priorities and initiatives to the Minister of State and the Minister of Transportation and Highways. This regional strategic plan would also form part of the integrated provincial Transportation Plan.

Community input formed an integral part of the process. Following the process of public hearings and review of submissions, the Committee faced the task of mapping out a strategic transportation plan for the region, a network plan which would service the needs of the Thompson-Okanagan in the horizon

year 2000. The task of setting priorities for improving the highway network, categorizing road sections and specific projects in terms of their short and longer term need was complicated by the existing state of the network, the loadings by heavy trucks and summer tourist traffic, and the subsequent large number of potential projects to be addressed - in excess of 130 individual highway projects alone, not counting local roads and other policy issues.

Regional Concerns

The Thompson-Okanagan Region has the most highly developed settlement pattern and framework of urban centres and linkages in British Columbia outside the Lower Mainland. The region is a locus of economic activity in its own right as well as serving as a corridor for travel and commerce passing between the Kootenay Region, Alberta and points east and the Vancouver area with its air, rail, water, and highway termini. The region also provides gateways to the United States through Osoyoos and to northern British Columbia and Alberta via the Cariboo and Yellowhead Routes.

As pointed out in the Ministry of Transportation and Highways 1988 study, A Transportation Planning Overview for the Province of British Columbia by Delcan, the Thompson-Okanagan Region has the most extensive network of highways surveyed of all the development regions in terms of total kilometres to upgrade and maintain. These Delcan analysis results are compared with the total provincial network below. The Committee also observed that many of the road conditions in the region reflect a decline in investment for rehabilitation and betterment works with respect to the physical needs of the highway system. Coupled with the network load of inter- and intra-regional traffic is the additional heavy truck traffic diverted from rail branch lines onto highways such as 5A.

British Columbia and Thompson Okanagan Region:
Comparison of Highway Network and Level of Service, 1987 and Projected 2000

Item	Total Province		Thompson-Okanagan		
	Km	Percent	km	Percent	Percent of total
Highway system analyzed	11800	100	2650	100	23
Level of Service: 1987					
Free flow	10061	85	1988	75	20
Unstable	916	8	424	16	46
Congested	823	7	239	9	29
Level of Service: 2000					
Free flow	8767	74	1536	58	18
Unstable	1389	12	557	21	40
Congested	1644	14	557	21	34

Source: Delcan

Priorities

Immediate areas of priority include improving critical areas of Trans-Canada Route 1, Crowsnest Route 3, and Route 97. The Committee judged the most important projects within the "A" or highest priority group to be as follows:

- Route 1 : Donald-Golden-Yoho section including the Kicking Horse Canyon
  : Choke points west of Kamloops and east to Monte Creek
- Route 3 : Whipsaw Creek
- Route 97: Westwold-Monte Creek
  : Osoyoos-Kelowna-Route 1

In the strategic, longer term perspective of the Committee, priorities include provision of 100/110 kph minimum, multi-lane freeway/expressway-standard highways between Kamloops and the Alberta border and in the heavily-trafficked Route 97 Okanagan Valley corridor, Salmon Arm to Osoyoos. Similarly, Route 3

connecting the Kootenay Region with Hope and the Lower Mainland should be brought up to trunk route standard with alignment improvements and passing lanes.

The Committee emphasized the need to not only catch up on deferred road rehabilitation and betterment projects but provide capacity for the traffic increases generated externally and internally. The Committee perceived a significant element in the "Freedom to Move" and "Quality of Life" equation to be the provision of safe roads. The number of "A" priority road projects selected by the Committee is indicative of the highway needs of the region.

In this regard, the Committee emphasized the need for advancement and implementation of the National Highway Policy. Designated as part of the National Primary System, Highways 1, 3, 5 and 97 serve broader extra-provincial goals in terms of higher order national strategic needs. The Committee reviewed Phase I of the National Highway Policy Study and has noted that the Council of Ministers Responsible for Transportation and Highway Safety has endorsed the goal of attaining a set of minimum design and operational standards. It is the hope of the Committee that the Council of Ministers will continue with the remaining phases of the national policy study. This would include examination of funding options to correct deficiencies and attain the minimum standards, funding options which would take into account the national strategic importance and the implied federal/provincial sharing of responsibility for the designated system.

Maintenance, rehabilitation and upgrading of transport infrastructure reduces travel costs and friction to commercial and personal movement and expands travel alternatives. A corollary objective is the reinforcement of commercial linkages, both inter-regional and intra-regional. Components of this include the attraction of tourism revenues and the support and encouragement to manufacturing, agriculture, and resource-based industries.

Recognizing the additional burden which diverted rail traffic places upon the highway system, the Committee noted a federal responsibility deriving from National Transportation Act abandonment policy implying compensatory funding. Before such withdrawal of branch line rail service and abandonment of rail assets occurs however, the Committee would urge the provincial and federal governments to take policy measures which would render branch lines and short line operations more viable. These "Freedom to Move" measures include liberalizing property assessment and taxation policy at the provincial level, manning rules, and encouragements through interchange agreements for sustaining the customer/shipper base on these feeder lines.

The Committee acknowledged the importance and continued vital role of the provincial Air Transport Assistance Program (ATAP) for community airports. The parallel role of Transport Canada in upgrading navigational systems, terminals and runway capacity is vital, particularly as freight and passenger demands grow at Kamloops, Kelowna and other regional airports.

Also recognized is the role of community transit and paratransit services for towns and cities in the Thompson-Okanagan. Of particular significance are the service needs of such groups as senior citizens and the disabled.

In summary, the Committee emphasized the strategic position of the Thompson-Okanagan within the provincial and national transportation network. The region is interdependent with the provincial and national economy and relies upon access, adequate capacity and efficiency at Vancouver International Airport and the tidewater ports of the Lower Mainland. As part of the hinterland feeding the air and sea ports of the Lower Mainland, the Thompson-Okanagan Region is a generator of commerce and traffic as well as a corridor for national and international trade and travel.

1.0 INTRODUCTION

1.1 Geography

The Thompson-Okanagan region covers five Regional Districts: North Okanagan, Central Okanagan, Okanagan-Similkameen, Thompson-Nicola, and Columbia-Shuswap. The region encompasses a land area of 9.65 million ha, 10.8 percent of the total provincial land area.

The topography of the region is difficult from a transportation point of view. Series of rugged mountains, high plateaux and deep valleys make the construction and expansion of new routes expensive, particularly in the east-west corridors to the Lower Mainland and tidewater. In the western half of the region, the topography is a high plateau, carved by deep valleys and bounded by high mountain ranges on the east and west. North of Kamloops, the interior plateau stretches up both sides of the North Thompson Valley to Clearwater where the terrain becomes more mountainous and the valleys more steep and narrow.

To the east of the Okanagan Trench and lake system, the Monashee Mountains rise up to 2,100 metres with several peaks approaching 3,000 metres. This rugged topography continues north of the highway-railway corridor linking Salmon Arm and Golden. The region also includes part of the Columbia River drainage system from the north end of the Arrow Lakes up to Mica Creek and south of Golden halfway to Radium Hot Springs. These terrain factors result in a transportation system which is expensive to construct and maintain.

1.2 Regional Economic and Population Base

Population of the region has been relatively stable in the 1980s. As noted in Table 1.1, the Peachland area has been the strongest gainer in population, it being the only area in the region to exceed the provincial rate with an annual average growth of 1.3 percent. As shown in Tables 1.1 and 1.2, the 1986 population was an estimated 340,000. Several areas within the region lost population and employment during the 1981-86 period.

During the 1981-86 period, the regional labour force declined in total from 156.9 thousand to 155.9 thousand, with most severe reductions in the Revelstoke and Kamloops areas. As with population, the region has lost in its relative share of the provincial workforce, declining from 11.5 percent of the provincial share in 1981 to 10.7 percent in 1986.

Over the planning period to the year 2000, the region is expected to gain more population. Annual rates of 1.1 percent to 1991 and 1.2 percent to the year 2001 are forecast on a census division basis. This would yield a regional population in the order of 409,000 by year 2001 as compared with an estimated 352,000 in 1989. During the next ten years, the Central and North Okanagan are forecast to grow the fastest within the region.

Table 1.1

THOMPSON-OKANAGAN REGION: POPULATION AND EMPLOYMENT

Area	1976	1981		1986		Percent Annual Change		
	Population	Populaton	Labour Force	Population	Labour Force	Population		Labour Force
						1976-81	1981-86	1981-86
Princeton	4,630	4,740	2,325	4,630	2,300	0	-0.47	-0.22
Oliver-Osoyoos	13,145	14,930	6,575	15,240	6,455	1.49	0.41	-0.37
Penticton	33,720	37,525	16,825	38,945	16,765	1.45	0.75	-0.07
Peachland	13,205	18,020	7,975	19,250	8,430	3.84	1.33	1.12
Kelowna	58,230	67,235	31,020	70,360	32,505	1.9	0.91	0.94
Vernon	36,560	42,160	19,325	42,735	19,290	1.57	0.27	-0.04
Spallumcheen	10,325	12,190	5,170	12,025	5,205	1.54	-0.27	0.14
Salmon Arm	20,120	23,865	10,190	24,075	10,420	1.81	0.18	0.45
Golden	6,220	6,420	3,440	6,650	3,655	0.67	0.71	1.22
Revelstoke	9,230	9,865	5,125	8,935	4,455	-0.32	-1.96	-2.76
Ashcroft	7,865	8,040	3,575	7,175	3,430	-0.91	-2.25	0.6
Merritt	9,295	9,775	4,140	9,635	4,280	0.36	-0.29	0.67
Kamloops	67,255	75,540	37,660	71,460	35,115	0.61	-1.1	-1.39
North Thompson	7,725	8,570	3,550	8,000	3,575	0.35	-1.37	0.14
Total Region	297,525	338,875	156,895	339,115* (See Note)	155,880	1.32	0.01	-0.13
Total Province (000)	2,467	2,744	1,361	2,889	1,451	1.59	1.04	1.29

*Note: Total population summed by area differs from reported regional total of 342,456 due to rounding and adjustments for Indian Reserves.

Source: Central Statistics Bureau, British Columbia Regional Index, 1986 and 1988

Table 1.2
THOMPSON-OKANAGAN REGION: POPULATION PROJECTIONS BY CENSUS DIVISION

Census Division	Population				Percent Annual Change		
	1981	1986	1991	2001	1981-86	1986-91	1991-2001
Central Okanagan	85,237	89,730	101,800	118,619	1.03	2.56	1.54
Columbia-Shuswap	40,131	40,099	39,047	38,697	-0.02	-0.53	-0.09
North Okanagan	54,352	55,045	57,420	64,483	0.25	0.85	1.17
Okanagan-Similkameen	57,185	59,089	64,358	70,452	0.60	1.72	0.91
Thompson-Nicola	101,983	98,493	99,482	116,604	-0.69	0.20	1.60
Total:Census Divisions, Thompson-Okanagan	338,888	342,456	362,107	408,855	0.21	1.12	1.22
Total Province (000)	2,744	2,889	3,160	3,665	1.04	1.81	1.49

Note: Total populations summed by area and Census Division do not agree because of rounding and adjustments for reserves

Source: Central Statistics Bureau, April, 1989

Kamloops and Kelowna are the major urban centres in the region, with Vernon, Penticton, and Salmon Arm serving next in the hierarchy of urban service centres. In addition to basic industries of agriculture, mining and forestry which have traditionally been important to the region, manufacturing is also a key sector, accounting for 11.5 percent of the work force in 1986. Wood-based industries are significant, accounting for over 40 percent of shipments. Other major activities include food, beverage and transportation equipment, largely concentrated in the Okanagan Valley. In addition, the pulp mill at Kamloops and copper mine at Highland are significant generators of jobs and output.

In terms of employment and value of shipments, the manufacturing sector suffered during the early part of the 1980s with a decline in employment of 2.3 percent. As shown in Table 1.3, shipments rose in current dollar terms by 4.6 percent; in constant dollar terms however, deflated by the Consumer Price Index, the value of shipments declined.

As cited in the study, Economic Development Opportunities and Infrastructure Requirements for the Thompson-Okanagan Region (Draft Report to the Ministry of Regional Development, Western Management Consultants, June 8, 1989), the region is expected to benefit from continued expansion of the tourist trade. Tourism is a major contributor to the economy; summer and winter recreation and "adventure" tourism show further development potential.

Table 1.3

THOMPSON-OKANAGAN REGION: MANUFACTURING STATISTICS, 1980-85

Regional District	1980		1985			1980-1985 % change/yr	
	Shipments ($Mill)	Employees (000)	Shipments ($Mill) (1980 $)*	(1985 $)	Employees (000)	Shipments (1985 $)	Employees
Central Okanagan	396.3	3.3	373.8	534.9	3.2	6.18	-0.61
Columbia-Shuswap	173.6	2.2	148.4	212.4	1.9	4.12	-2.89
North Okanagan	327	3.5	209.3	299.4	2.5	-1.75	-6.51
Okanagan-Similkameen	127.2	1.8	68.3	97.7	0.9	-5.14	-12.94
Thompson-Nicola	452.8	3	350.7	501.8	3.3	2.08	1.92
Total Region	1,476.9	13.8	1,150.4	1,646.2	11.8	2.19	-3.08
Total Province	15,893.1	151.6	13,883	19,863	134.7	4.56	-2.34

*Note: Constant $ obtained by deflating 1985 $ by Canada Consumer Price Index, 1980-85 = 1.43)

Source: Central Statistics Bureau, Government of British Columbia & Statistics Canada

In this respect, unimpeded and safe access into the region will help attract Eastern Canadian and United States markets.

Expanding demand for agricultural products and more efficient, value-adding use of forest resources are expected to strengthen these particular sectors. Forestry sector implications for road transport could include more cross-haulage of logs, sawn lumber and chips as wood supplies shrink and rail branch lines wither.

Depending upon world market prices and demand, the region's mineral resources hold potential for further development. Major mines are located at Princeton, Hedley, Peachland, Kamloops, and the Highland Valley. In addition to expansions at Afton and Highland Valley, new prospects include Samatosum Silver northeast of Kamloops, Equinox Resources near Revelstoke, and Valhalla Gold near Oliver.

In concluding this chapter, it is appropriate to refer to Figure 1.1 which illustrates Thompson-Okanagan traffic flow density. The patterns of development and travel are dramatic, particularly in the Okanagan Valley development axis along Route 97. The region is defined by its east-west corridors (Routes 1 and 3), the north-south corridors formed by Hope-Cache Creek-Cariboo (Route 1/97), and the Coquihalla-Yellowhead (Route 5). As discussed in more detail in Chapter 4, economic integration and development of trade linkages can be fostered with the removal of bottlenecks and provision of additional capacity on the inter and intra-regional network.

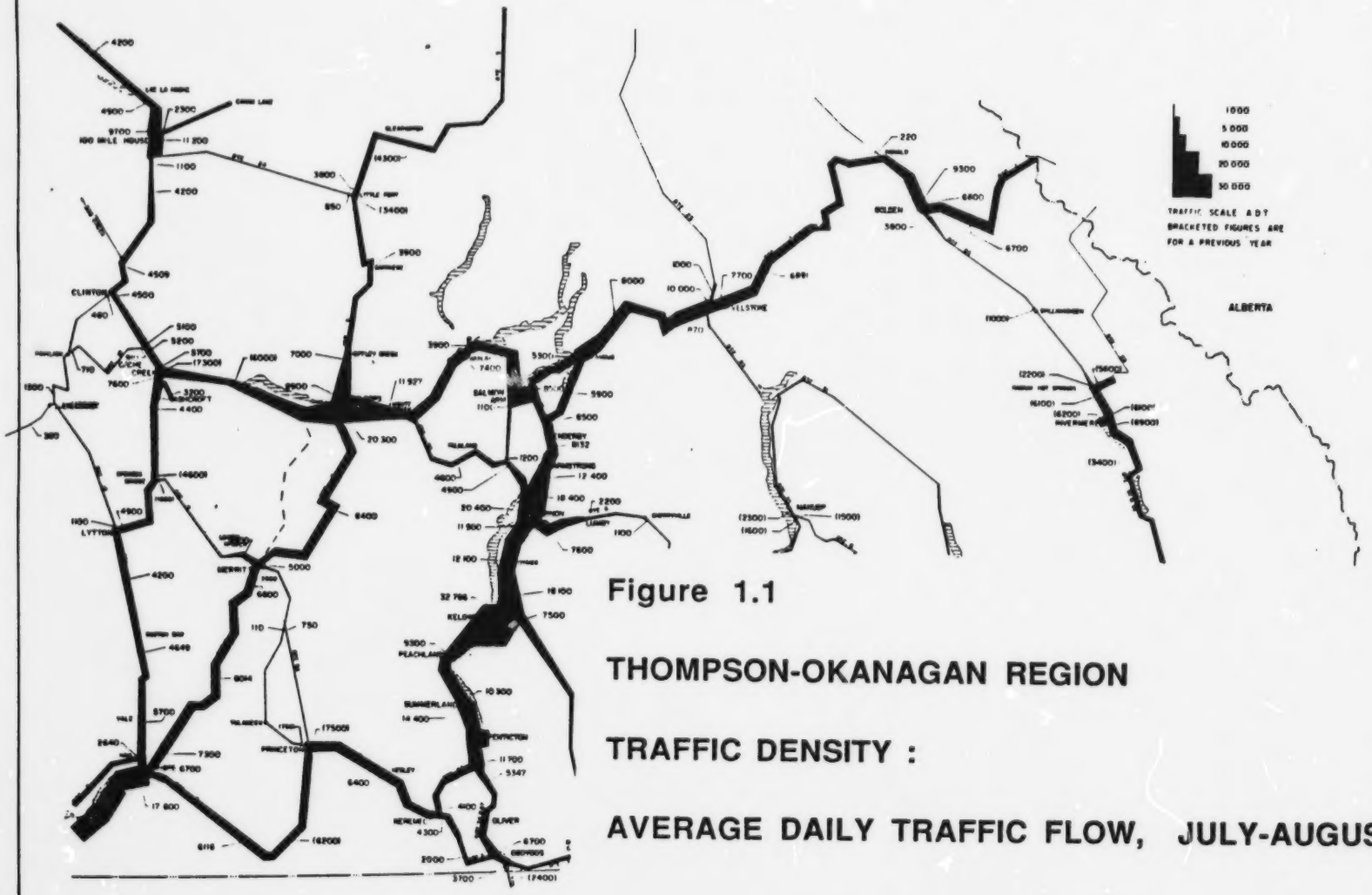


Figure 1.1

THOMPSON-OKANAGAN REGION

TRAFFIC DENSITY :

AVERAGE DAILY TRAFFIC FLOW, JULY-AUGUST 1987

2.0 OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN

In November 1988, the Honourable Neil Vant, Minister of Transportation and Highways, invited British Columbians to participate with the provincial government in formulating a transportation plan for British Columbia. The objective of the planning process is to develop a strategic plan for the Province's transportation system which "creates a new era of economic development by building on the existing system and providing improved access to all regions of the Province."

The Province of British Columbia Strategic Transportation Plan 1990-2000, as it will be called, will determine how best to direct future resources in building a transportation system which will take British Columbia into the next century. This strategic plan must serve the Province in its potential role as an active trader in international markets. An efficient transportation network plays an integral role in the provincial economy.

A strategic transportation plan is needed because of the challenge of keeping pace with economic change. Weather, climatic conditions, and the burden of heavy use upon transportation assets - roads, bridges, airports, marine and rail infrastructure have created a back-log of needs. On top of this are new demands and increased traffic. A balanced and comprehensive plan will allow for rehabilitating, replacing, improving and expanding transport facilities as necessary.

Under the auspices of the Minister of State, regional transportation committees were formed in each of the eight developmental regions. These committees or transportation task forces were charged with the responsibility of preparing regional transportation plans with the following objectives:

1. to determine the present and future transportation needs and priorities of the region;

2. to analyze issues and provide support documentation for recommended improvements;

3. to recommend to government a transportation plan for the region which includes short and long-term directions.

All modes of transportation, air, marine, highways, rail, and transit were considered in the review. The overall goal has been to produce at a regional level a report identifying transportation priorities and initiatives to the Ministers of State and the Minister of Transportation and Highways. This regional strategic plan would also form part of the integrated Provincial Transportation Plan.

The Regional Transportation Plan reflects the views of the region and its residents. Community input has formed an integral part of the process.

The Regional Transportation Plans are to be reviewed every year. Communities across British Columbia will have regular, on-going opportunities to bring their views forward for full and open discussion. The fact that Regional Transportation Committee members are locally appointed means that they will be accessible year-round to meet people in their communities who have ideas to add to the regional plan.

3.0 PROCESS USED IN DEVELOPING THE REGIONAL PLAN

3.1 Committee Structure

A group of citizens was named by the Minister of State, the Honourable Howard Dirks, to sit on the Regional Transportation Task Force for Thompson-Okanagan. Each M.L.A. from the region was asked to recommend knowledgeable representatives familiar with the needs, characteristics and aspirations of the region. The following individuals were named as volunteers to the Transportation Task Force (referred to in following sections as "the Committee"):

Clinton	Mr. Jim Walch Director, Thompson-Nicola Regional District
Golden	Mr. Eric Elkington Elkington E N Ltd.
Kamloops	Mr. Wayne Nicol Branch Sales Manager, Rivtow Equipment Ltd.
Kamloops	Mr. Joe Sparks B A Concrete

Kelowna	Mr. Paul Mitchell Partner: Pushor, Mitchell, Davies, Montgomery & Company
Kelowna	Mr. Don McIntosh Chairman, Economic Development Commission
Lumby	Mayor David Simpson
Merritt	Mr. Henry Norgaard Chamber of Commerce & Norgaard Ready-Mix Ltd.
Osoyoos	Mayor Mike Radi/ (Alternate) Alderman Ray Vandenberg
Penticton	Mayor Dorothy Whittaker
Princeton	Mayor Gloria Stout Transportation Chairman, Regional District Okanagan-Similkameen
Salmon Arm	Ms. Edith Rizzi Executive Assistant to the Honourable Cliff Michael
Revelstoke	Mayor Geoff Battersby/ (Alternate) Alderman Fred Beruschi
Vernon	Mr. Gordon Robinson President, Far West Industries Inc.

The Committee elected Mr. Paul Mitchell as its chairman during its first meeting on February 3, 1989. Ms. Edith Rizzi was nominated Secretary to the Committee.

The Committee was assisted in the process of planning and deliberations by headquarters and field staff of the Minister of State, Thompson-Okanagan. The Ministry of Transportation and Highways (MoTH), in particular the Thompson-Okanagan Regional Office at Kamloops supported the Committee extensively throughout the process. In attendance at all Committee meetings, the Regional MoTH office provided technical and cost information for planning and prioritization of projects.

3.2 Public Hearings

The Committee considered community input to be a crucial part of the process. This input was sought through written submissions and a series of public hearings held throughout the region. Coordinated by the Regional Development Liaison Officer based in Vernon, written submissions could be mailed in or presented orally at public meetings. The majority of the public meetings were chaired by the local M.L.A.s serving the areas involved. Public hearings were held on the following schedule:

March 10: Vernon
Lumby
Winfield
March 14: Princeton
Ashcroft
March 15: Merritt
March 17: Salmon Arm
March 18: Kelowna
March 23: Osoyoos
Penticton
April 8: Kamloops
Enderby
April 20: Golden

In addition to 167 oral presentations at the public hearings, 237 written submissions were received by the Committee. Presenters represented Regional Districts, Municipalities, Chambers of Commerce, Community Futures Groups, Economic Development Commissions, industries, special interest groups and private citizens. Listings of oral presenters and written submissions received are included in the Appendix to this report; copies of written submissions and minutes of public meetings are on file at Minister of State office in Vernon.

The Regional Director and Regional Manager of Planning from the Kamloops MoTH office gave a presentation at the February 17 meeting of the Committee. A broad overview of the regional highways network was presented together with a status report on proposed and on-going projects. At subsequent Committee meetings, presentations were made by MoTH Headquarters staff giving an overview of other modal systems serving the region. Representatives of the two national railways, Canadian National and Canadian Pacific also gave briefings to the Committee regarding present rail development and future plans.

Towards the end of the process, a joint meeting was held with the Kootenay Region Transportation Task Force to discuss mutual interests and shared concerns. These concerns included rail abandonment and the condition of the inter-regional road network linking the two regions. Important highways which affect both regions include Routes 3, 33, 6, 23 and 95.

The 1988 report commissioned by MoTH, A Transportation Planning Overview for the Province of British Columbia (DELCAN Corporation, October 28, 1988), provided baseline information on the regional transportation system. Taking this report as a starting point, the Committee assembled additional information, identifying bottlenecks and future developmental thrusts for the road network serving the Thompson-Okanagan.

With the assistance of the Minister of State and other provincial line ministries, the Committee developed its own data base for assessing candidate projects. This included accident data, traffic counts and measures of utilization, project costs and scope of work, and status reports on the condition of various elements of the regional transportation infrastructure.

Following the process of public hearings and review of submissions, the Committee faced the task of mapping out a strategic transportation plan for the region, a network which would service the needs of the Thompson-Okanagan in the horizon year 2000. The task of setting priorities for improving the highway network, categorizing road sections and specific projects in terms of their short and longer term need was complicated by the existing state of the network, the loadings by heavy trucks and summer tourist traffic, and the subsequent large number of potential projects to be addressed. Over 130 individual highway projects were analyzed representing in the order of $2.7 billion worth of works. The Committee also examined local road concerns and broader policy issues.

After the process of public hearings and review of submissions was complete, the Committee short-listed the number of road projects to a little over 130 sections of highway. Costing of candidate highway projects was done by MoTH. Because of the large number of projects, an independent engineering consulting firm was retained by MoTH to assist in the costing.

The process of prioritization entailed the review of a large amount of data. Project data sheets containing whatever relevant information was available, (cost, summer average daily traffic counts, project location, scope, design standard) and project listings organized by highway segment were distributed to each of

the Committee members for their review. Each Committee member was also furnished copies of submissions and minutes of the meetings for reference.

The listings of projects were organized by highway route with a series of "ballot" columns for each member to record their own assessment of priority - recording a vote for a priority A, B, C, D, or "Don't Know". After reviewing the background material and list of projects each member faxed a copy of their completed ballot/highway project sheet back to the Minister of State for first round totalling.

At the following meeting of the Committee, results of the first ballot were distributed. Each of the projects was then voted upon again by show of hands. Where convergence and consensus of opinion had already crystallized out of the first go-round, the confirmation process proceeded rapidly. For other projects where the first round results were widely divergent, additional discussion carried on until a resolving vote was held.

During the entire process, the volunteer Committee members spent many long hours of their own time traveling and attending meetings, digesting information, and developing the framework for a regional transportation plan. This was accomplished during a short time span of only four months. This was done in many cases with only fragmentary, incomplete, or aged data, accomplishing the exercise in as many weeks as what could normally take months for a traditional regional transportation plan. What has made this particular process and planning format both unique and effective is the utilization of the knowledge and judgement of citizens-transportation system users who live and work in the region.

4.0 TRANSPORTATION ISSUES

4.1 Existing Highway Network

The Thompson-Okanagan Region has the most highly developed settlement pattern and framework of urban centres and linkages in British Columbia outside the Lower Mainland. The region is a locus of economic activity in its own right as well as serving as a corridor for travel and commerce passing between the Kootenay Region, Alberta and points east and the Vancouver area with its air, rail, water, and highway termini. The region also provides gateways to the United States through Osoyoos and to northern British Columbia and Alberta via the Cariboo and Yellowhead Routes. Major transportation routes and nodes are shown in Figures 4.1 - 4.3. The following paragraphs describe the regional transportation network in more detail.

Major trunk highway routes serving interregional, provincial, and national requirements include the Trans-Canada Route 1, the Crowsnest Route 3, the Yellowhead/Coquihalla Route 5, Route 97 passing from the United States border north to the Cariboo, and Route 95 south from Golden to the Kootenays. The Coquihalla Connector now under construction will form part of the regional trunk system. With the development and upgrading of Route 12 Cache Creek-Lillooet corridor into the Vancouver metro area, this alternate westward link will also gain in inter-regional importance.

Main highways of regional importance include alternates and connections to the trunk system, 3A, 97A/B, 5A, and highways serving inter and intra-regional flows, Routes 8, 23, 24, 6, and 33. The highway network with its proposed functional and administrative classifications is shown in Figures 4.2 and 4.3.

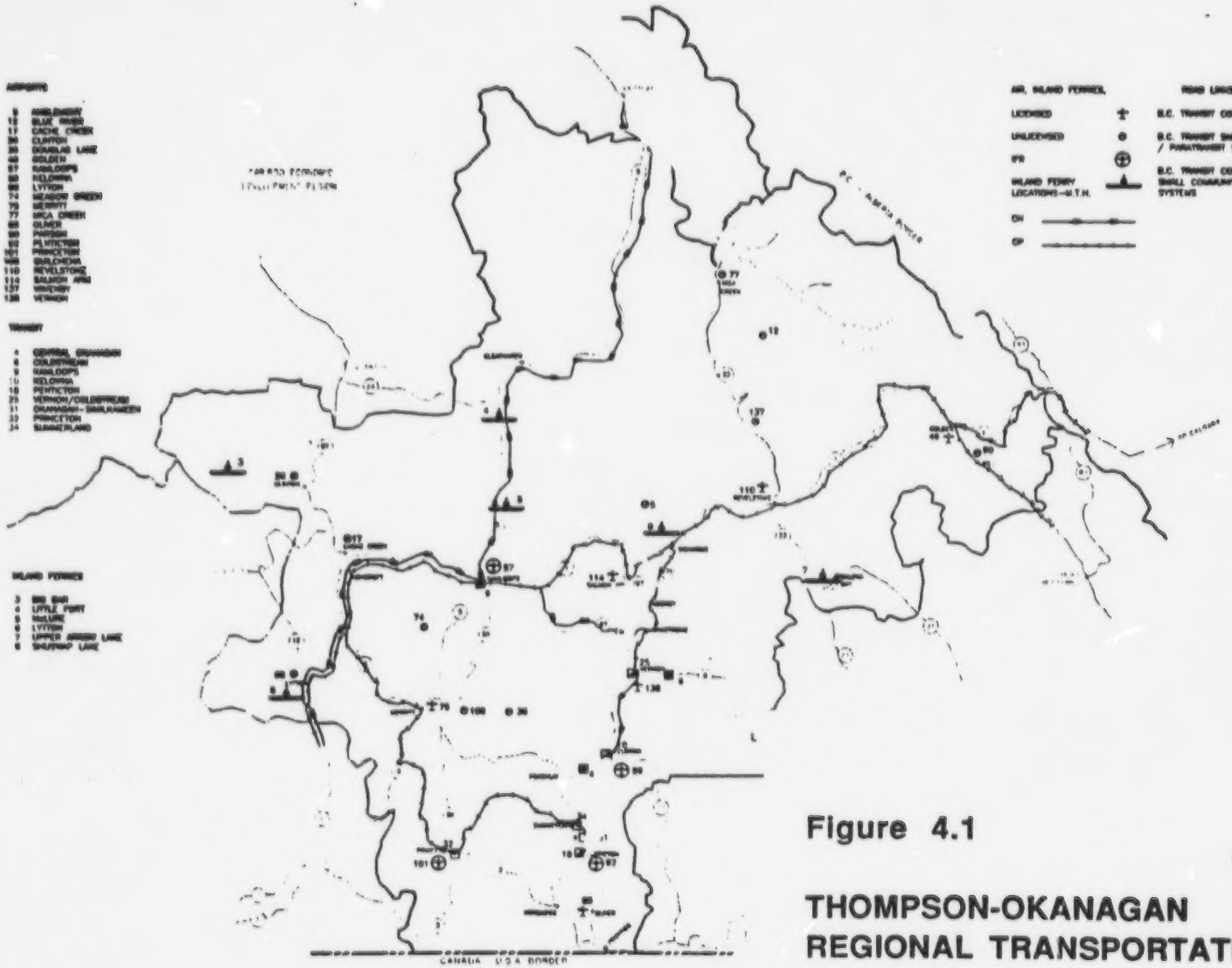


Figure 4.1

THOMPSON-OKANAGAN
REGIONAL TRANSPORTATION SYSTEM

As pointed out in the Delcan report, the Thompson-Okanagan Region has the most extensive network of highways surveyed of all the development regions in terms of total kilometres to upgrade and maintain. Delcan reviewed 2,650 kilometres in their 1988 study and found approximately 75 percent operating under free-flow conditions. The remainder were either operating at conditions of unstable flow (16 percent of the total kilometres), or congested (9 percent).

Delcan used MoTH forecasts of average annual traffic growth rates to estimate traffic flow conditions for the year 2000 in the Thompson-Okanagan Region. These growth rates are as follows:

Route 1	Lytton-Cache Creek	1 percent
	Cache Creek-Kamloops	2 percent
	Kamloops-Monte Creek	5 percent
	Monte Creek-Alberta border	3 percent
Route 3	Hope-Keremeos	stable
Route 97	Osoyoos-Salmon Arm	4 percent

Based on these rates, Delcan estimated that by year 2000, 21 percent of the regional network would be operating with unstable flow and 21 percent would be experiencing congestion.

Figure 4.2

REGION 3
THOMPSON-OKANAGAN

HIGHWAY NETWORK: PROPOSED ADMINISTRATIVE CLASSIFICATION

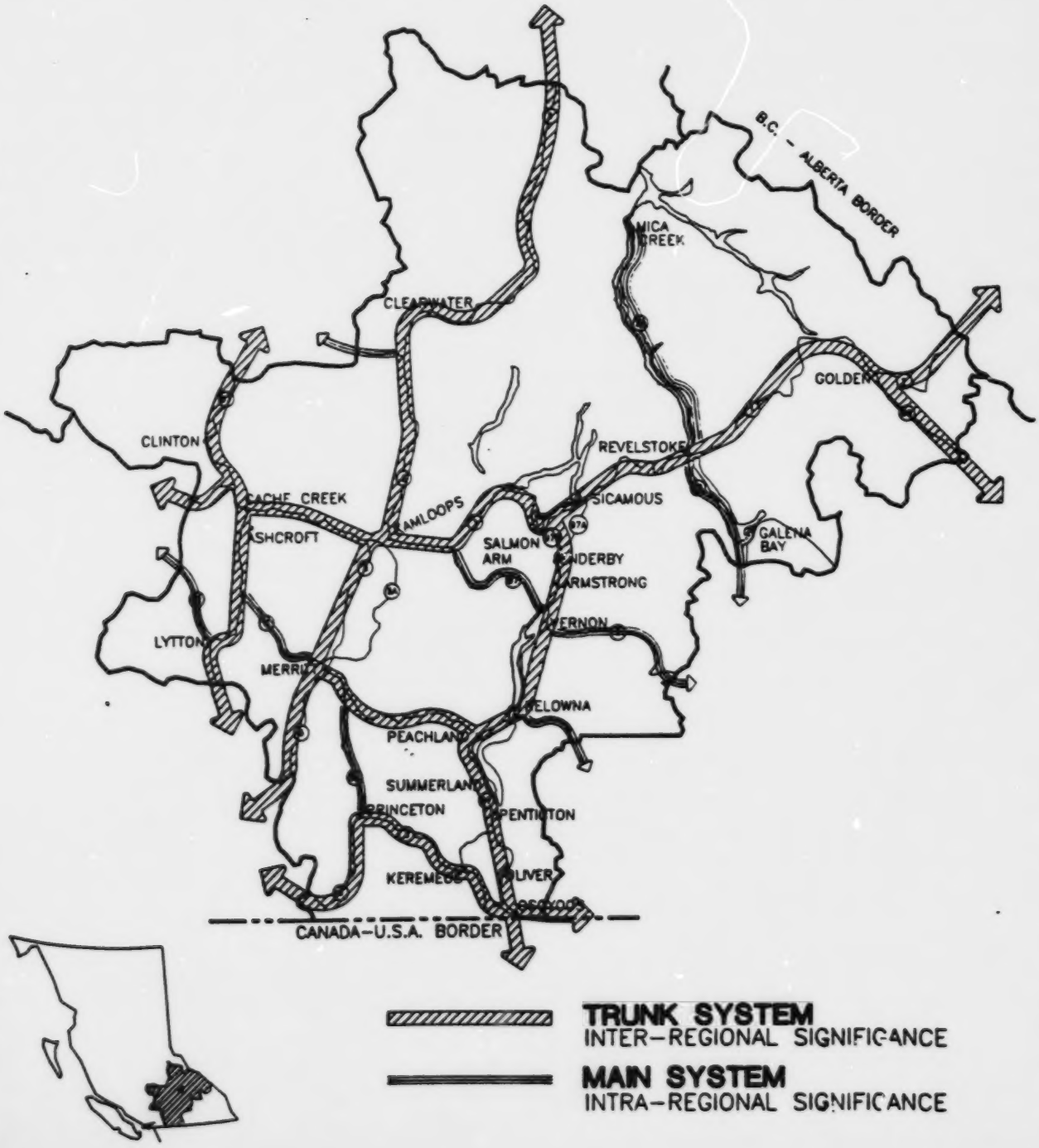


Figure 4.3

REGION 3
THOMPSON-OKANAGAN

HIGHWAY NETWORK: PROPOSED FUNCTIONAL CLASSIFICATION, NETWORK 2000

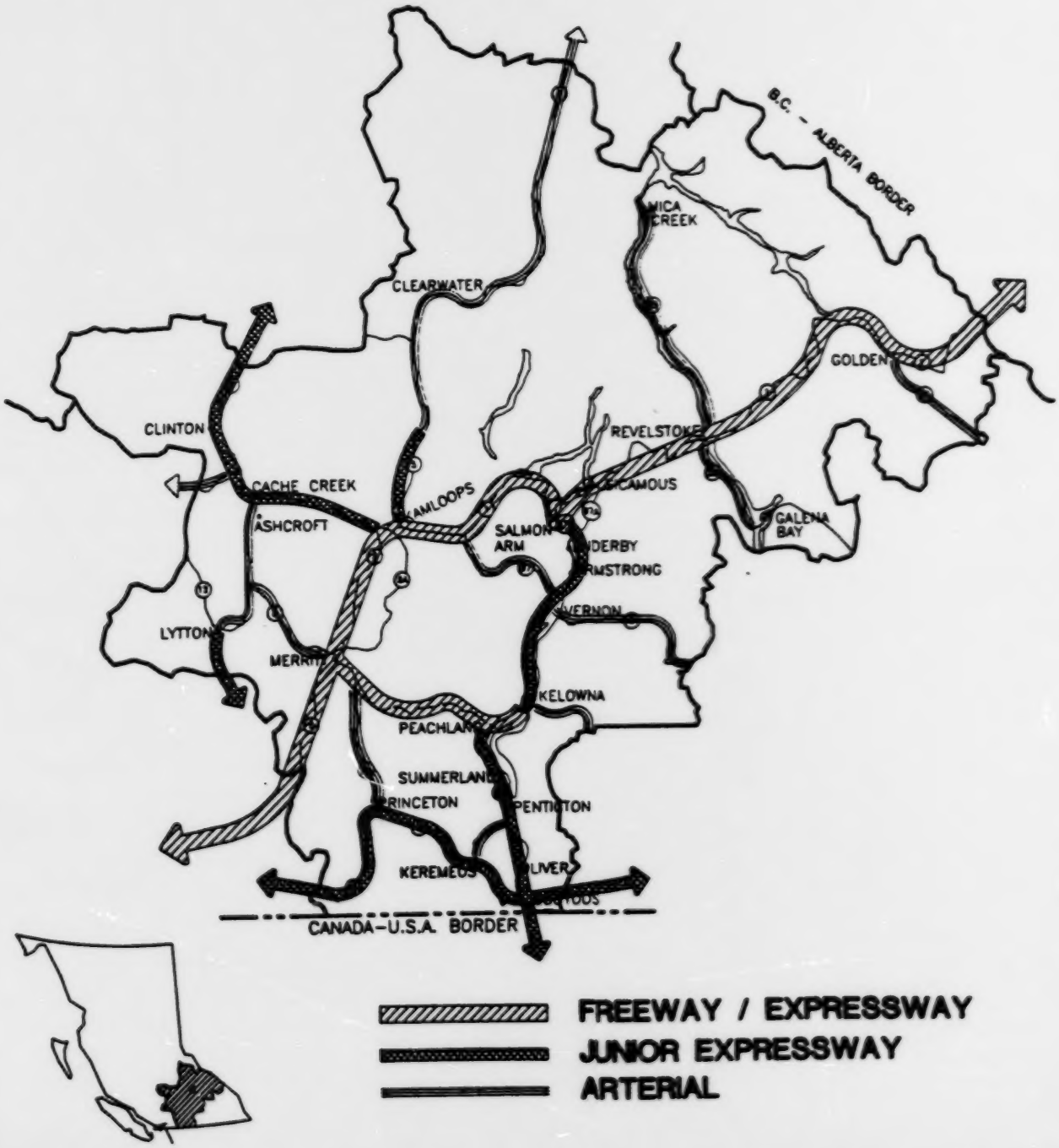


Table 4.1
British Columbia and Thompson Okanagan Region:
Comparison of Highway Network and Level of Service, 1987 and Projected 2000

Item	Total Province		Thompson-Okanagan		
	Km	Percent	km	Percent	Percent of total
Highway system analyzed	11800	100	2650	100	23
Level of Service: 1987					
Free flow	10061	85	1988	75	20
Unstable	916	8	424	16	46
Congested	823	7	239	9	29
Level of Service: 2000					
Free flow	8767	74	1536	58	18
Unstable	1389	12	557	21	40
Congested	1644	14	557	21	34

Source: Delcan

These Delcan analysis results are compared with the total provincial network in Table 4.1 and Figures 4.4 - 4.6. Without improvements in roadway capacity, the share of the regional road network experiencing unstable or congested service levels will increase from 25 percent of the network to 42 percent by the year 2000. As shown in Figure 4.6, this would account respectively for 34 and 40 percent of the congested and unstable conditions on the total provincial network by the year 2000. The Committee also observed that many of the road conditions in the region reflect a relative decline in spending for rehabilitation and betterment works.

The Committee noted that the Thompson-Okanagan has the largest share of highways and bears a burden of inter-provincial and international truck and tourist traffic beyond that of other regions. Coupled with this inter and intra-regional traffic flow is the additional heavy truck traffic diverted from rail branch lines onto the road system.

Figure 4.4

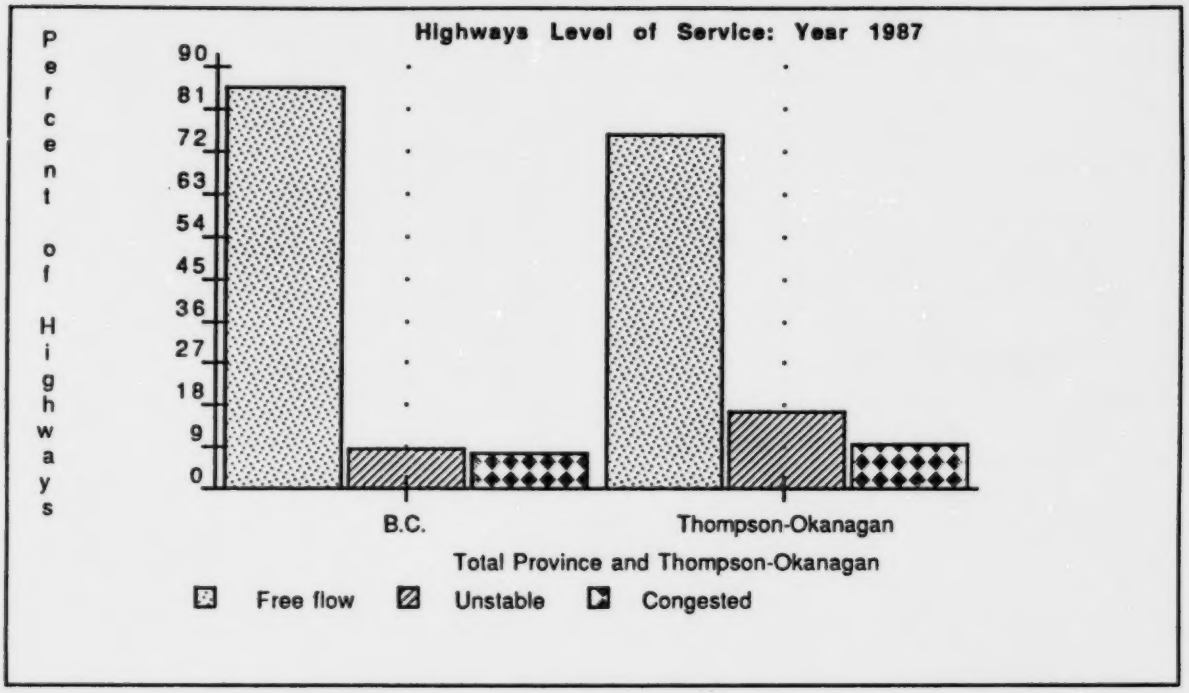


Figure 4.5

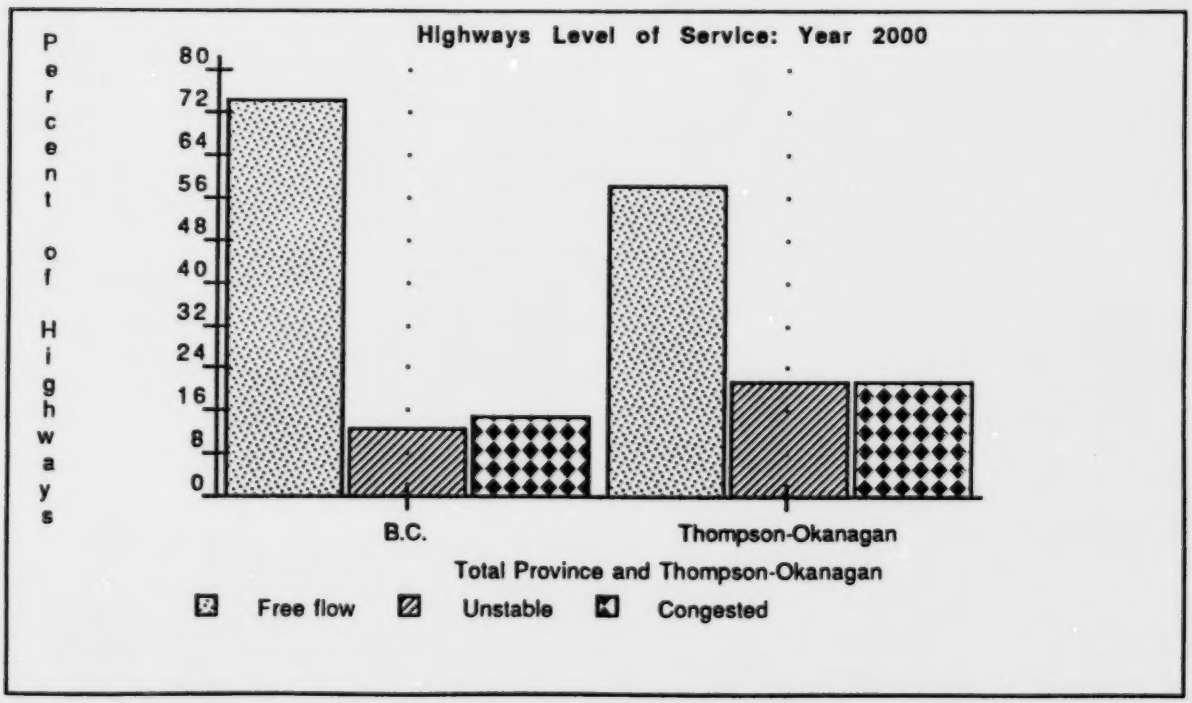
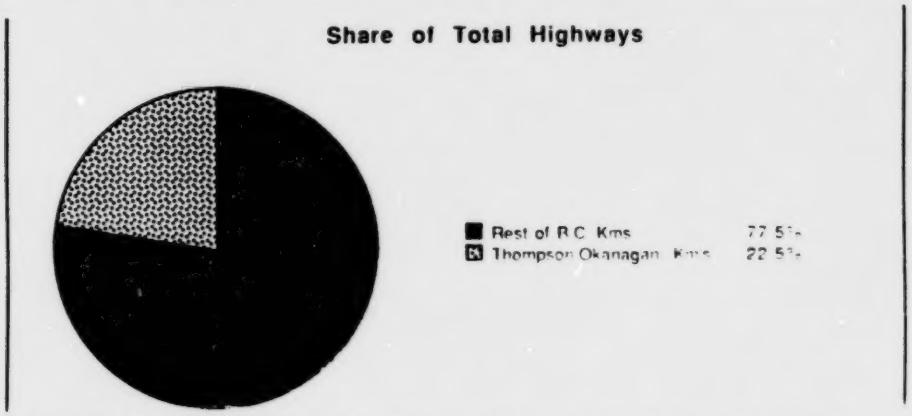
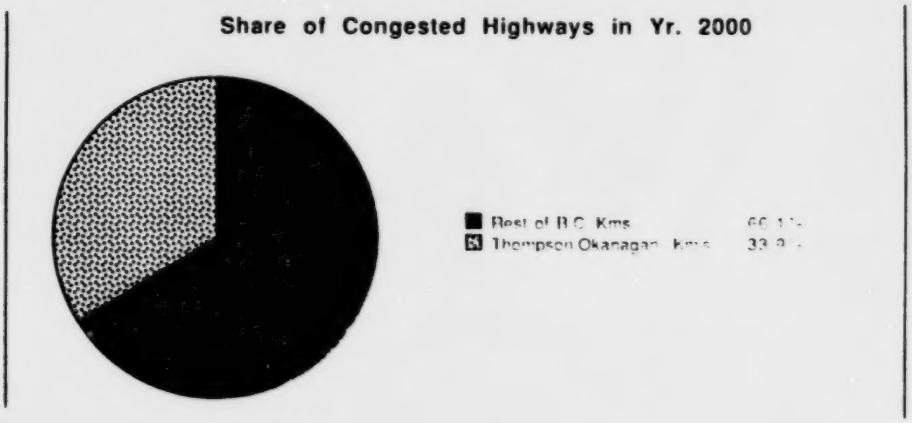


Figure 4.6

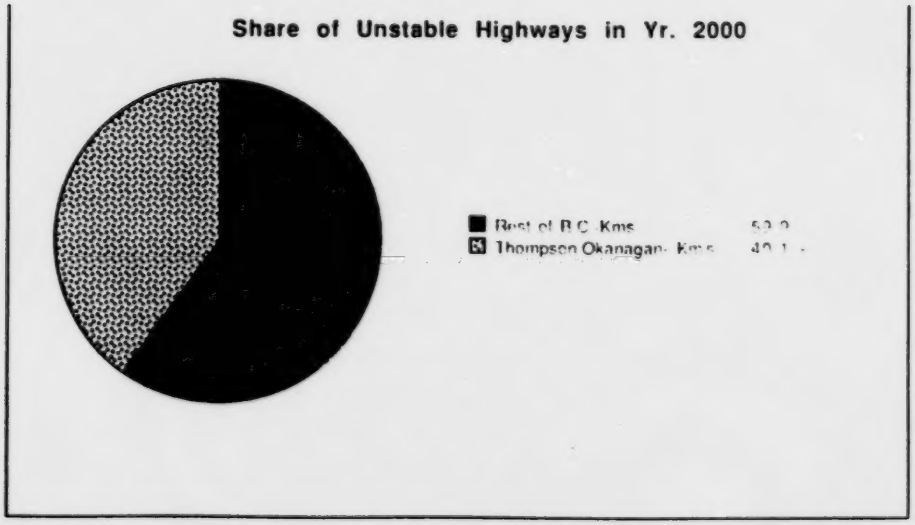
The Thompson/Okanagan Region accounts for 22.5% of the province's highway network surveyed by Delcan,



but by the year 2000, the region will have 34 % of the province's congested highways,



and 40% of the province's unstable traffic flow in terms of network kilometres.



Hence the Committee emphasized the need to not only catch up on deferred road rehabilitation and betterment projects but provide capacity for the traffic increases generated externally and internally. The Committee perceived a significant element in the "Freedom to Move" and "Quality of Life" equation to be the provision of safe roads. The number of "A" priority road projects selected by the Committee is indicative of the highway needs of the region.

In this regard, the Committee emphasized the need for advancement and implementation of the National Highway Policy. Designated as part of the National Primary System, Highways 1, 3, 5 and 97 serve broader extra-provincial goals in terms of higher order national strategic needs. The Committee reviewed Phase I of the National Highway Policy Study and noted that the Council of Ministers Responsible for Transportation and Highway Safety has endorsed the goal of attaining a set of minimum design and operational standards. It is the hope of the Committee that the Council of Ministers will continue with the remaining phases of the national policy study. This would include examination of funding options to correct deficiencies and attain the minimum standards, funding options which would take into account the national strategic importance and the implied federal/provincial sharing of responsibility for the designated system.

4.2 Immediate Priorities and the Year 2000 Strategic View

The Committee took a two-pronged approach in developing the regional strategic plan for the highway sector. Firstly, there was the immediate and short term need to deal with existing bottlenecks, summer traffic choke points and areas of high accident rates. Secondly, there was the need to look ahead to the year 2000, and formulate a strategic vision of what quality and capacity of network is required to serve future demand.

This future demand will arise not just from regional growth and development of new industries and tourism opportunities but from corridor demands generated outside the region.

Immediate Requirements

Immediate areas of priority include improving critical areas of Trans-Canada Route 1, Crowsnest Route 3, and Route 97. The Committee judged the most important projects within the "A" category to be as follows:

- Route 1 : Donald-Golden-Yoho section including the Kicking Horse Canyon
  : Choke points west of Kamloops and east to Monte Creek
- Route 3 : Whipsaw Creek
- Route 97: Westwold-Monte Creek
  : Osoyoos-Kelowna-Trans-Canada Route 1

In the strategic, longer term perspective of the Committee, provision of 100/110 kph minimum, multilane freeway/expressway standard highways between Kamloops and the Alberta border and in the heavily-trafficked Route 97 Okanagan Valley corridor, Salmon Arm to Osoyoos are priorities. Similarly, Route 3 connecting the Kootenay Region with Hope and the Lower Mainland should be brought up to trunk route standard with alignment improvements and passing lanes.

The Committee noted that the Delcan report recommended twinning of Route 1 from Kamloops to the Alberta border; Regional Highways officials acknowledge this need as well, but difficult terrain constraints would require eventual relocation on portions of new alignment. Highway 97 is presently being four-laned in stretches, but through and local traffic will continue to grow in this heavily settled corridor.

Concerns were also expressed over the diversion of tourist traffic away from the South Okanagan because of the pull northward of the Coquihalla and its east-west connector. Better signage and tourism information facilities on circle tour opportunities were initiatives put forward by the Committee. A south exit from the Okanagan Connector joining Route 97 south of Peachland was also considered a measure to help the tourist and service industry in the southern part of the region.

The Committee, noting the large number of submissions dealing with maintenance, rehabilitation and improvement of local roads, saw a need to increase funding for upgrading of these local and district roads. The Committee also supports and encourages efforts by Regional and Headquarters offices of the Ministry of Transportation and Highways to strengthen data collection and processing for network planning.

4.3 Inland Ferries

The Committee noted from submissions received by ferry operators and users that cost-cutting attempts by government to reduce subsidies and service levels on inland ferries could reduce accessibility to industry and local citizenry. Reductions in ferry services should only be entertained when and if convenient alternative public highway access is provided and adequately maintained. These water linkages in the regional transportation network include the Big Bar, McLure, Little Fort, Lytton, Upper Arrow Lake (Shelter Bay-Galena Bay), and Shuswap Lake services.

Establishing the feasibility and trade-offs of constructing or upgrading convenient road/bridge access alternatives should precede considering the reduction or elimination of ferry services, i.e., Little Fort and McLure.

4.4 Railways

The Committee was concerned over the emphasis and evolution of the national railway system towards a mainline transcontinental system and the attendant withdrawal of rail service on branch and feeder lines. Recognizing that reduction of feeder rail service and eventual abandonment of branch systems will place a greater burden of heavy truck traffic on the public highway system, the Committee wants to protect these rail assets. Policy measures need to be taken at both the provincial and federal level to encourage private enterprise to operate on branch lines. These policy measures include the following:

- implementation of an assessment and property tax structure which takes into account the revenue-generating reality of a branch line;
- amendment of manning scales and labour restrictions to permit short lines to operate with cost-efficient crews;
- short line agreements between mainline railways and principle shippers to secure a traffic and revenue base before key customers have diverted shipments to road transport.

For the longer term, rail corridors must be recognized and protected as transportation corridors in perpetuity. The Committee placed itself on record as opposing the total abandonment of rights of way and removal of rails. Future transport needs could potentially make these corridors valuable assets.

4.5 Air

The Committee accepted the views on airport upgrading contained in the Delcan report and notes that several of the community airport projects mentioned in submissions are under Air Transport Assistance Program (ATAP) application. Projects at major regional airports include expansion of the air terminal building at

Kamloops, and in the medium term (3-5 years), the need for terminal expansion at Kelowna. As cited in the Delcan report, community airports with good potential for air carrier service include Golden, Princeton, Salmon Arm, Merritt, Revelstoke, and Vernon.

The Committee supported the efforts of regional airports to upgrade landing and terminal facilities and broaden the offering of services to airport users. User needs encompass air commuter and tourist traffic, emergency/med-evac, forestry and other industries, and include air freight facilities at air hubs serving the region. Investment in airport infrastructure and services is expected to serve regional development objectives in the following manner:

- support economic diversification in agricultural, manufacturing and service sectors;
- support regional ski attractions and tourism industry;
- promote the region to international travelers and investors;
- attract and promote additional scheduled and charter services.

Given this, the Committee supported the continuation of provincial ATAP and Transport Canada airport assistance programs for infrastructure, communication, navigational aids and the continued upgrading of regional air facilities.

Noting that Microwave Landing Systems (MLS) have not been approved in the Federal Transport Canada budget, but recognizing the need for upgraded navigational systems, consideration should be given to the Provincial Ministry of Transportation and Highways taking the initiative in installing advanced systems.

The Committee strongly endorsed the need for additional runway and flight control capacity at Vancouver International Airport.

Current capacity constraints, which become more aggravated during poor weather, create service back-ups throughout the air network serving British Columbia.

The Committee supported local initiatives to undertake promotional programs, for instance, Kelowna's promotion of Spokane air corridor service. The need was also recognized for provincial policy and legislation covering devolution and local management of regional airports.

4.6 Ports

The Committee took note of the importance of tidewater port facilities to handle export and import cargo capacity. As part of the hinterland to the Port of Vancouver and Fraser Port, the Thompson-Okanagan region relies upon efficient and reliable clearance of goods through port gateways.

As cited in submissions by the Interior Lumber Manufacturers' Association and Weyerhaeuser Canada, there is a need for more efficient terminal facilities for handling commodities such as export lumber through Vancouver. Given concerns with congestion and terminal constraints through Lower Mainland ports, the Committee supported efforts at the Port of Vancouver and Fraser Port to increase capacity.

To expedite customs clearance and export/import processing, the feasibility of upgrading/converting existing Canada Customs services to accommodate an Inland (Dry) Port at Kamloops should be pursued. Such a facility would provide for container stuffing/destuffing, shipment breakdown/consolidation, and Customs clearance. Feasibility studies on the extent and scope of the proposed inland port/in-bond customs area should include consideration of duty-exempt processing zones.

4.7 Transit

The Committee endorsed the community submissions on transit and supports the proposals raised by various user groups such as senior citizens, the disabled, and students to continue the B.C. Transit Small Community Conventional and Custom Transit programs.

Route extensions and increased scheduling of transit services will be necessary given the demographic evolution and the role of a growing retirement society in regional trends. The needs of such user groups as the physically disabled, seniors, and students will increase. The Committee emphasizes the need to provide access for the disabled, and notes that HandyDart services are not adequate for demand. Providing at least one taxi with wheelchair accessibility per town would help meet this need. Other parallel measures such as more easily readable bus boards and schedule postings and better designed loading curbs and platforms would also help.

5.0 PROPOSED PROJECTS

Approximately 1,400 kilometres of highway projects were considered by the Committee with a total cost in the order of $2.6 billion. Of this total, the Committee found 354 kilometres costing $945 million to warrant an "A" or immediate priority. Recognizing that some projects are less advanced than others in the implementation process and that design and land acquisition takes lead time, the Committee nevertheless felt that these "A" priority projects should be initiated as soon as possible. A summary of project totals by priority rating is shown in Table 5.1 below. Projects are listed by priority grouping A-D in Tables 5.2 - 5.5.

Table 5.1
THOMPSON/OKANAGAN: HIGHWAY PROJECTS SUMMARY

Category/Priority	Cost Est. ($Mill.)	Distance(Km)
A	945	354
B	333	159
C (excl. some projects not costed)	550	434
D (excl. some projects not costed)	789	395
TOTAL: CATEGORIES A-D	**2,617**	**1,342**

Priority "B" and "C" highway projects amount to 159 kilometres ($333 million) and 434 kilometres ($550 million) respectively. It is noted that the Priority "C" group dollar total excludes some projects for which cost estimates were not available. These projects were viewed by the Committee as important, but possibly scheduled for the intermediate to longer term of the plan period. Priority "B" projects should be initiated in years 3-5 of the plan period; priority "C" during years 5-10.

In addition, the Committee considered a fourth category of priority, that of "D" which could be postponed until need and feasibility become more apparent. This group comprised 395 kilometres. For those "D" priority projects where costs were available, the total amounted to $789 million.

In assigning priorities to individual projects, cost was an important issue in many instances. For example, the estimated $70 million cost for the Aspen Grove-Kingsvale Cut-Off was a factor in relegating to a lower priority this extension to the Coquihalla Connector. Cost concerns were also evident in other projects such as difficult sections of the Trans-Canada in the Thompson Canyon between Cache Creek and Kamloops.

A number of other concerns regarding sections of highway and local roads were raised during public hearings and considered by the Committee. Because these candidates are accounted for under normal Ministry programming for rehabilitation or paving, or in the case of local roads, would routinely be covered under district rehabilitation programs, these projects were noted by the Committee but assumed to be resolved under on-going programs. These items are listed in Appendix Table 8.2.

Table 5.2

HIGHWAYS : CATEGORY A

PROJECT IDENTIFIER	RTE NO	SECTION (From-To)	KM	TYPE OF WORK (Rehab/improvement/new constr)
3H101	1	Campbell Creek-Monte Creek	9	Improvm't:100km Junior Expy.
3H102	1	Rte 1/97S Jct.,Monte Creek	0.5	New Constr.-interchange
3H103	1	Squilax Intch-Notch Hill, Sorrento	8.8	Improvm't:100km Junior Expy.
3H104	1	Notch Hill-Blind Bay Rd,Sorrento	1.6	Improvm't:4/5 lane urban arterial
3H100		SUBTOTAL:Kamloops-Salmon Arm	19.9	
3H111	1	Hospital Rd.-Highway 97B	4	Improvm't:100km Junior Expy.
3H112	1	Canoe-Annis-Sicamous	17.1	Improvm't:110 km 4-ln Frwy
3H113	1	Sicamous Narrows-Stadnicki Rd	5.2	Improvm't:110 km 4-ln Frwy
3H114	1	Malakwa-Revelstoke	50.6	Improvm't:110 km 4-lane Expy
3H115	1	Columbia River Br.	0.4	Improvm't: curve & bridge widen
3H116	1	Donald-Golden	24	Improvm't:100km Junior Expy.
3H117	1	Golden-East of Yoho Br.	11.4	Improvm't:110km 4-lane expy
3H118	1	Park Bridge	3.6	Imprv'mt:realign&br. constr.
3H110		SUBTOTAL:Salmon Arm-Golden	116.3	
		SUBTOTAL:Rte 1	136.2	
3H201	3	Whipsaw Creek low-level xing	2	Improvm't:80km 4-lane rural art
3H202	3	Friday Creek-Sunday Summit	10	Improvm't:100km 4-lane rural art.
3H203	3	Copper Creek	3	Improvm't:100km 4-lane rural art.
3H200		Subtotal:Princeton West	15	
3H211	3	Rte 97 Junct @ Osoyoos		Improvm't
3H212	3	Anarchist Mtn	14	Improvm't:100km 4-lane rural art.
3H210		SUBTOTAL: Rte. 3	29	
3H301	3A	Yellow Lake realignment	3.5	Improvm't:100km 4-lane rural art.
3H302	3A	Road House Hill	4.8	Improvm't:100km 4-lane rural art.
3H300		SUBTOTAL: Rte 3A	8.3	
3H901	6	Aberdeen Rd-Coldstream Ranch	3.8	Improvm't:100km 4-lane jr expy.
3H902	24	Rte 5-Lemieux Creek	3.5	New Constr.
3H701	97S	U.S. Border/Osoyoos-Penticton	58	Imprvm't-100km, 4-ln jr expy/rural art.
3H702	97S	Penticton-Kelowna	27	Imprvm't-100km, 4-ln jr expy/constr interch
3H703	97S	Okanagan Lake Br.		Improvm't/New Constr.
3H704	97S	Princess Ave-Rte 33	4.2	improvm't: 6-ln urban art.
3H705	97S	Rte 33 interch.		New Constr.
3H706	97S	Rte 33-Sexsmith Rd.	4.8	improvm't: 6-ln urban art.
3H707	97S	Dry Valley Rd-Beaver Lk Rd- -Woodslake	13.2	improvm't:4/5-ln rural/ /urban arterial
3H708	97S	Woods Lake-Oyama	6.2	Improvm't:100km,4-lane jr. expy
3H709	97S	Westwold-Old Kamloops Rd	16.7	Improvm't:100km,2-lane rural art
3H710	97S	Old KamloopsRd.-Rte1	10.5	Improvm't:100km,4-lane rural art
3H700		SUBTOTAL: 97S	140.6	
3H801	Ok-Con	Km70-km80	10	New Constr:110km 4-lane Frwy
3H802	Ok-Con	Km 80-Summit	6	New Constr:110km 4-lane Frwy
3H800		SUBTOTAL:Okanagan Connector	16	
3H903		Logan Lake-Ashcroft		Curve improvements
		RECREATION ACCESS		
3H904		Apex Ski Area/Nickel Plate Mine Rd.	10	Improvm't & Paving
3H905		Tod Mountain Access	7	Improvm't & Paving
		SUBTOTAL: REC. ACCESS	17	
		TOTAL CATEGORY A	354.4	

REGION 3
THOMPSON-OKANAGAN
CATEGORY A HIGHWAY PROJECTS
ROUTE 1, 3, 3a

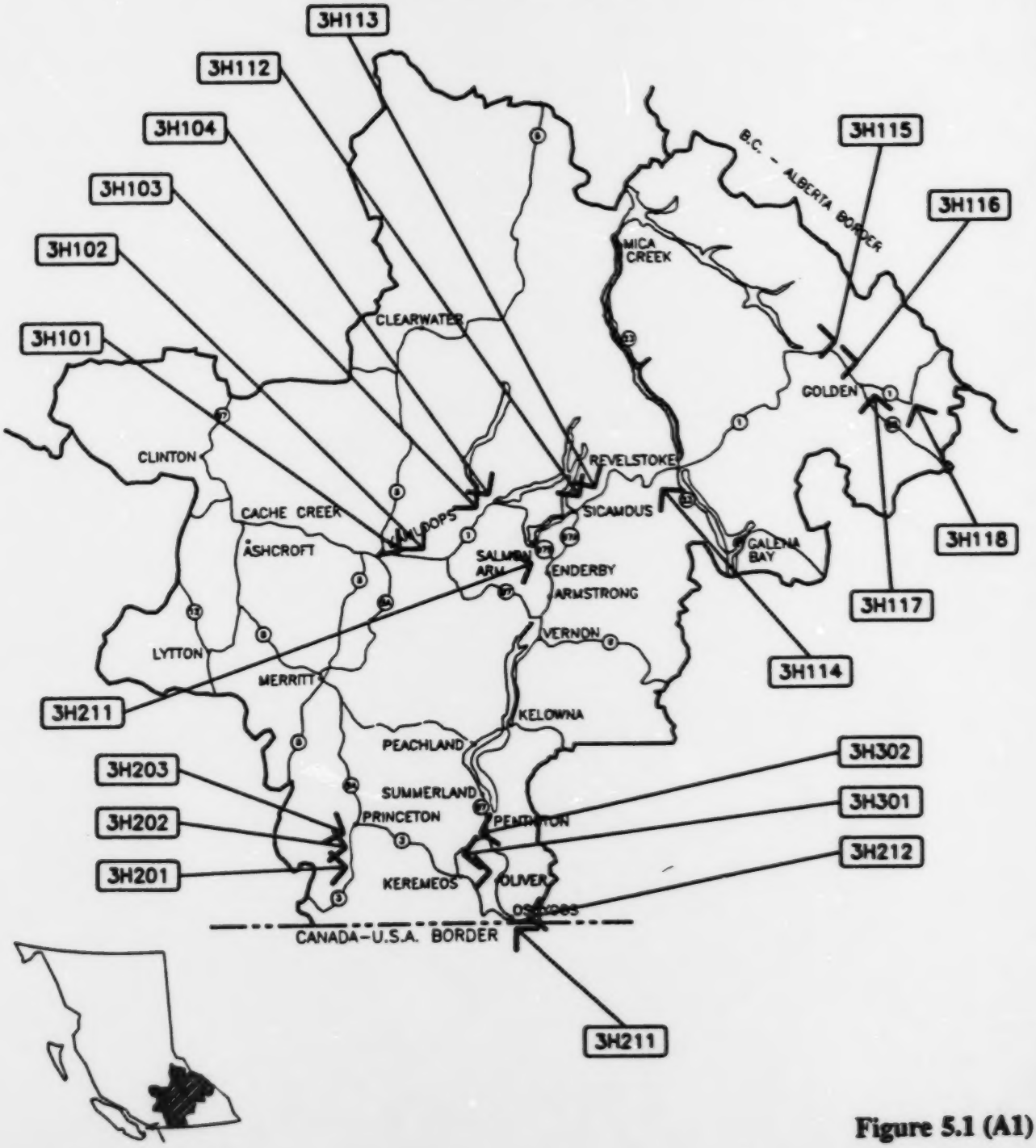


Figure 5.1 (A1)

REGION 3
THOMPSON-OKANAGAN
CATEGORY A HIGHWAY PROJECTS
ROUTE 6, 24, 97

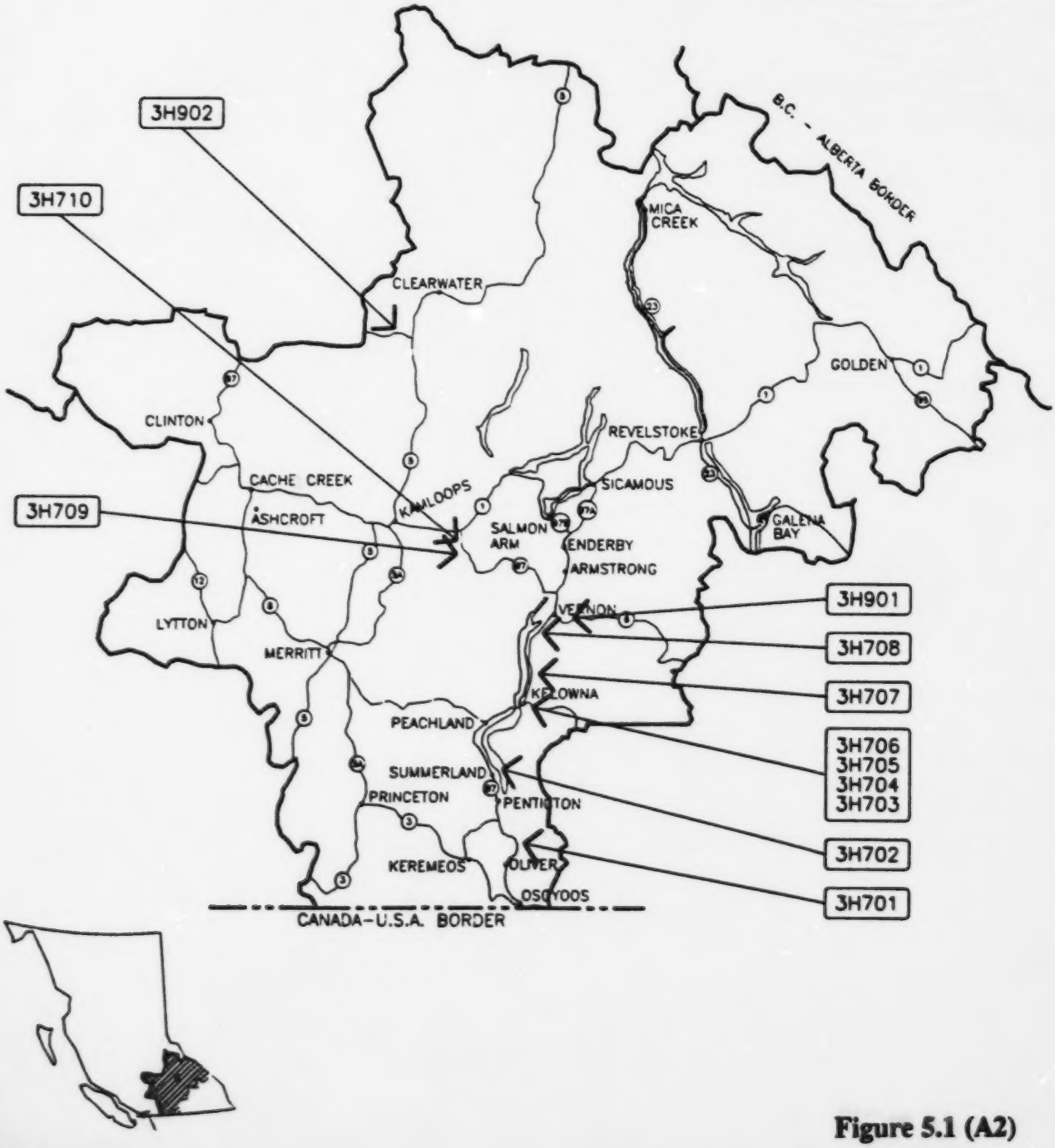


Figure 5.1 (A2)

REGION 3

THOMPSON-OKANAGAN

CATEGORY A HIGHWAY PROJECTS
OKANAGAN CONNECTOR, LOGAN LAKE-ASHCROFT, RECREATION ACCESS: APEX, TOD

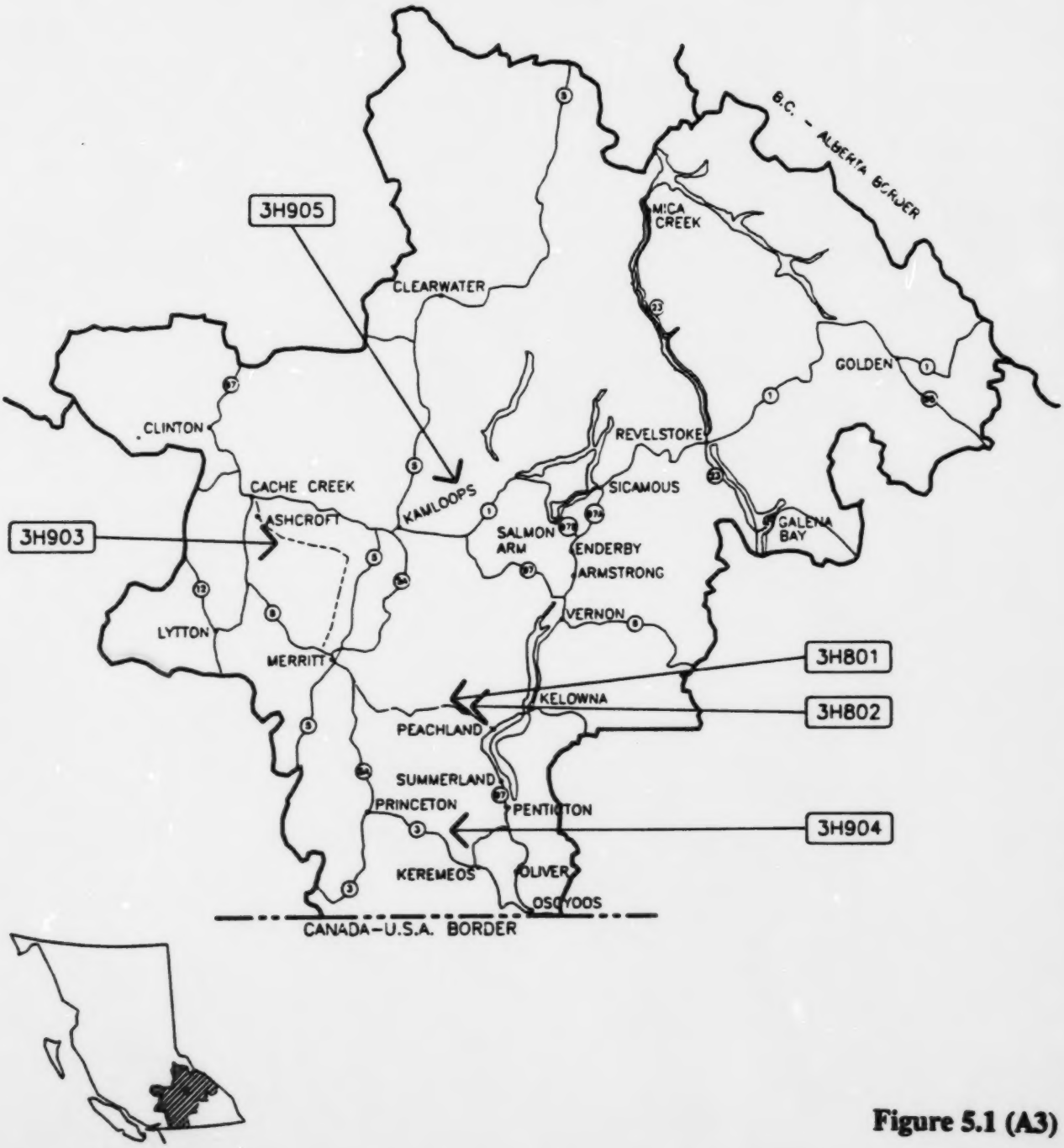


Figure 5.1 (A3)

TABLE 5.3

HIGHWAYS : CATEGORY B

PROJECT IDENTIFIER	RTE NO	SECTION (From-To)	KM	TYPE OF WORK (Rehab/improvement/new constr)
3H121	1	Beaton Rd.-Afton	8.3	Improvm't:100km 4-lane rural art.
3H122	1	Monte Creek-Dry Creek	7	Improvm't:100km Junior Expy.
3H123	1	Dry Creek-Pritchard	4.4	Improvm't:100km Junior Expy.
3H124	1	Pritchard-Neskainlith I.R.	5.5	Improvm't:100km Junior Expy.
3H125	1	Neskainlith I.R.-Falkland Rd.	7.1	Improvm't:100km Junior Expy.
3H126	1	Falkland Rd.-Chase Hill	6.6	Improvm't:100km Junior Expy.
3H127	1	Chase Hill-Squilax	6.8	Improvm't:100km Junior Expy.
3H128	1	Blind Bay Rd-Santebin Lake	7.2	Improvm't:100km Junior Expy.
3H129	1	Santebin Lake-Tappen	8.9	Improvm't:100km Junior Expy.
3H130	1	Tappen-Switsemalph I.R.	7	Improvm't:100km Junior Expy.
3H131	1	Switsemalph I.R.-Salmon Arm	8.2	Improvm't:100km Junior Expy.
3H132	1	97B-Canoe	5.9	Improvm't:100km4-lane rural art.
3H133	1	Stadnicki Rd-Yard Cr.	8	Improvm't:110 km 4-ln Expy
3H120		SUBTOTAL: Rte. 1	91	
3H221	3	Princeton-Sterling Creek	3.8	Improvm't:100km 4-lane rural art.
3H222	3	Sterling Creek Bridge	2.7	Improvm't:realign approaches
3H223	3	Sterling Ck. Br-Hedley	2.4	Improvm't:100km 4-lane rural art.
3H224	3	I.R. #9 west of Keremeos	2.5	Improvm't:100km 4-lane rural art.
3H220		SUBTOTAL: Rte 3	11	
3H906	5A	Garcia Lake-Aspen Grove	15	Improvm't-100km,2-ln rural art.
3H401	97A	Swan Lake Jct.-Crozier Rd.	7.5	Imprvm't-100km, 4-ln jr expy
3H402	97A	Harding Rd.- So. Boundry I.R. #2	9.6	Imprvm't-100km, 4-ln jr expy
3H403	97A	So. Boundry I.R. #2-Enderby	5.1	Imprvm't-100km, 4-ln jr expy
3H404	97A	Enderby		Imprvm't-couplet
3H405	97A	Enderby-Rte. 97B intersection	5.4	Imprvm't-100km, 4-ln jr expy
3H400		SUBTOTAL:Rte 97A	28	
3H501	97B	Rte #97A-Salmon Arm Mun Bdy	8.6	Imprvm't-100km, 4-ln jr expy
3H502	97B	Salmon Arm Mun Bdy-Rte #1	5.4	Imprvm't-100km, 4-ln rural art.
3H500		SUBTOTAL: Rte. 97B	14	
		TOTAL: CATEGORY B	159	

REGION 3
THOMPSON-OKANAGAN
CATEGORY B HIGHWAY PROJECTS
ROUTE 1, 3

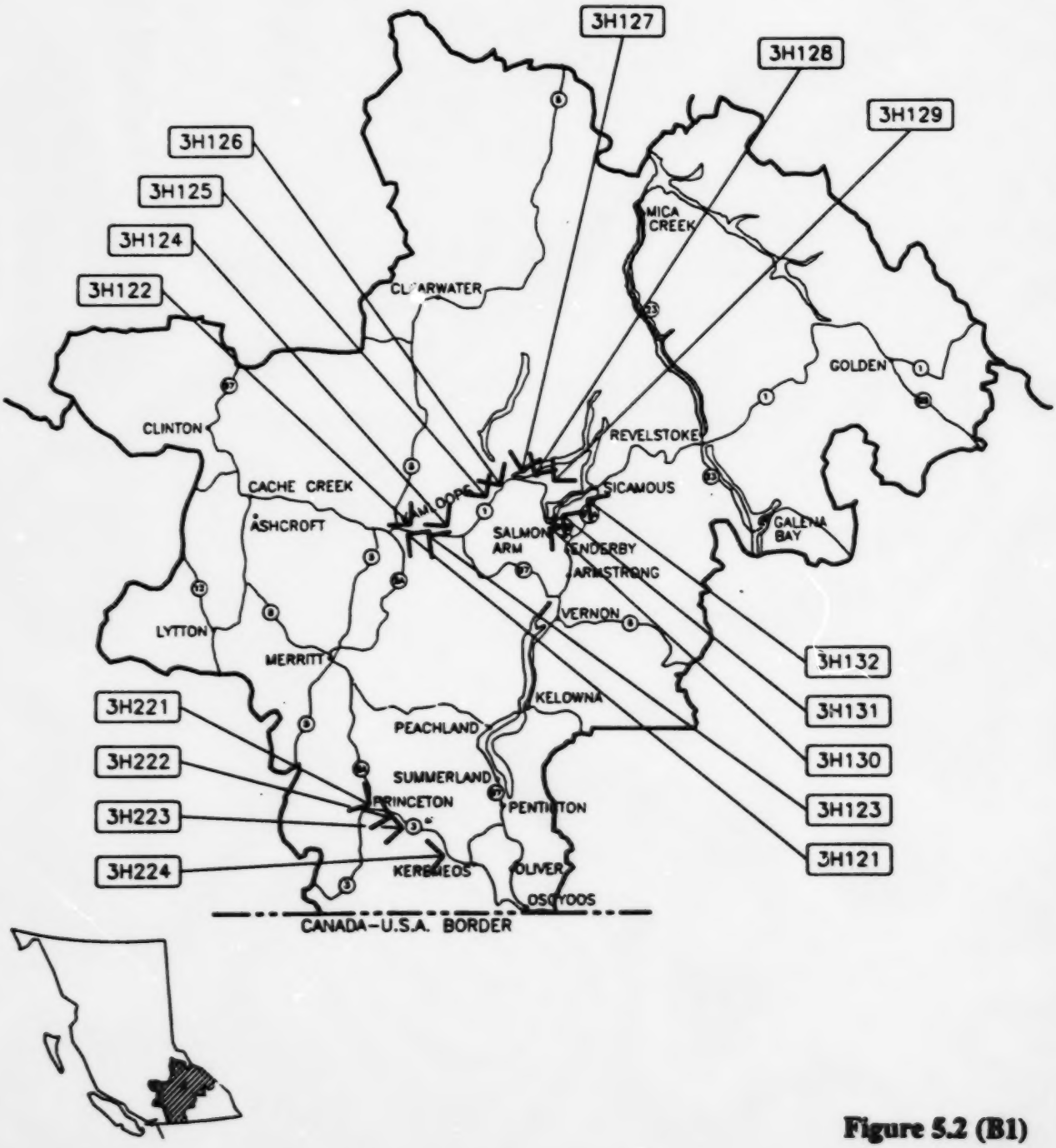


Figure 5.2 (B1)

REGION 3
THOMPSON-OKANAGAN
CATEGORY B HIGHWAY PROJECTS
ROUTE 5a, 97a, 97b

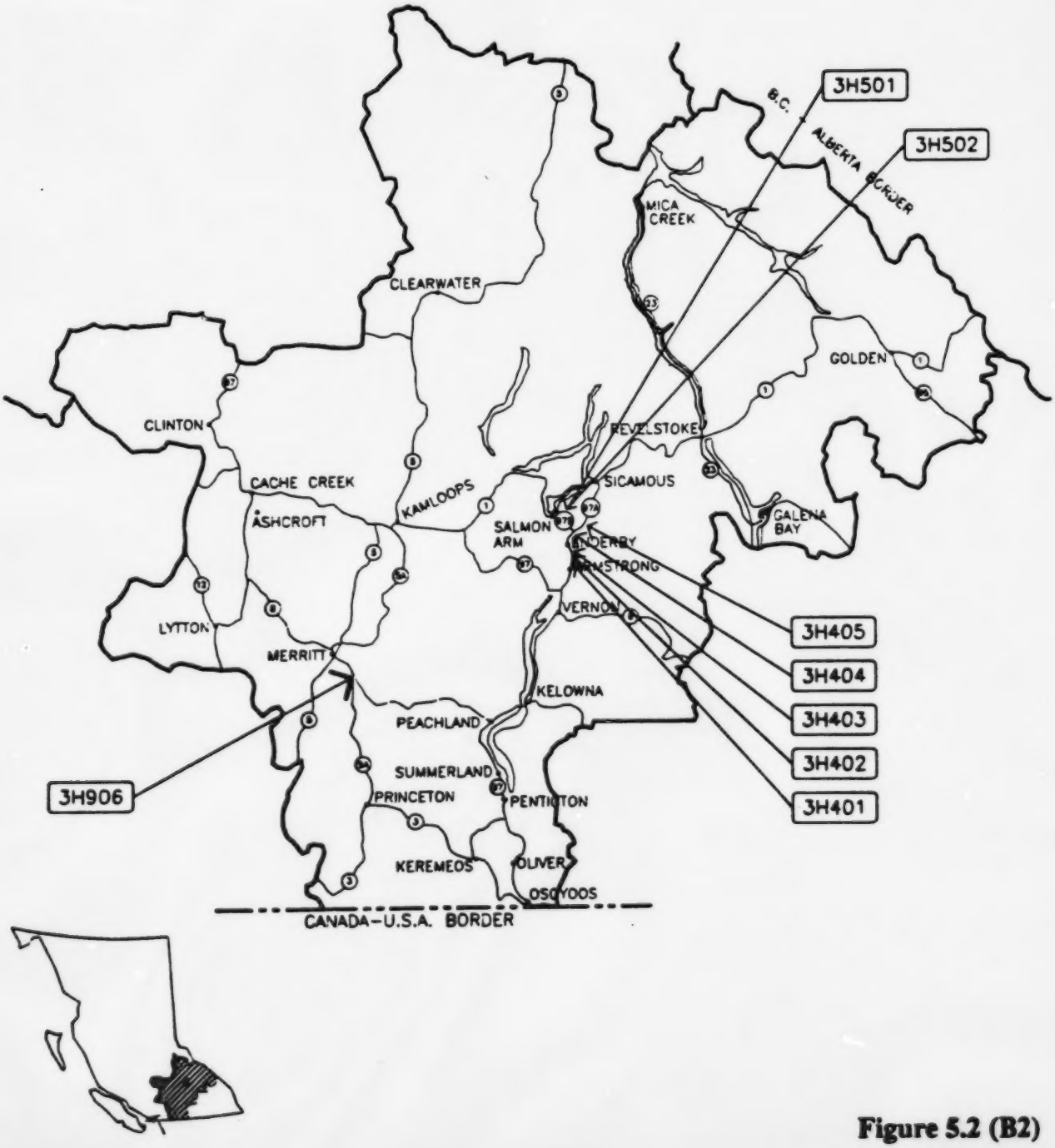


Figure 5.2 (B2)

Table 5.4

HIGHWAYS : CATEGORY C

PROJECT IDENTIFIER	RTE NO	SECTION (From-To)	KM	TYPE OF WORK (Rehab/improvement/new constr)
3H141	1	Jackass Mtn-Hws Dist Bdy	3.6	Improvm't:100km 4-lane rural art.
3H142	1	Hwy Dist Bdy-Hwy 12	16.6	Improvm't:100km 4-lane rural art.
3H143	1	Hwy 12-Hwy 8 @Spences Br.	38.2	Improvm't:100km 4-lane rural art.
3H140		Subtotal:Jackass Mtn-Cache Creek	58.4	
3H151	1	Hwy 8-Ashcrf't-Cache Cr. Hwy	41.8	Improvm't:100km 4-lane rural art.
3H152	1	Stage Rd(Cache Crk.)-Back Valley Rd	3.3	Improvm't:100km Junior Expy.
3H150		**SUBTOTAL: Rte. 1**	104	
3H907	5A	Princeton-Merritt	30	Impr-Pvm't strn'g:100km,2-ln r'l art.
3H908	33	Rutland-Big White Turnoff	26	Imprv'm't: passing lanes, corners
3H909	Ashcroft-Cshe Cr.:Rte 1 Ashcrft Br.		6.5	Improvm'y:90 Km 4-ln rur. art.
3H910		Highland Val. Rd/Mesa Vista Sect.	0.35	Improvm't: RR grade sep.
3H811	Coq. Co	South Link: Brenda Mine-Greata Rnch	23.1	New Constr:90km 2-ln rural art.
3H911	95	Golden-So. Bound to Reg Bdry.	56.5	Imprvm't: passing lanes
3H601	97N	Cache Cr.-Scotty Cr.-		
		-Kersey Lake Pk	31.8	Imprvm't-100km, 4-ln jr expy
3H602	97N	Kersey Lake Pk-Kelley Lake Rd	7.3	Improvm't
3H603	97N	Clinton	1.2	Improvm't: 4-lane urban arterial
3H604	97N	Clinton-70 Mile (Reg. Bdy)	30.6	Imprvm't-100km, 4-ln jr expy
3H600		**SUBTOTAL: 97N**	71	
3H511	97B	Ranchero-Canoe	12	Imprvm't-110km, 4-ln frwy
New Routes and Local Roads				
3H912		Flat Creek Pass Interconnect; Galena Bay-F	-59km	
3H913		Mamit Lake Rd. (#8-Logan Lake)	46	
3H914		Lower West Side Rd		Improvement-realign to Bear Cr. Resort
		SUBTOTAL: CATEGORY C	434	

REGION 3
THOMPSON-OKANAGAN
CATEGORY C HIGHWAY PROJECTS
ROUTE 1, 5a, 33, 95
COQUIHALLA CONNECTOR/SOUTH LINK

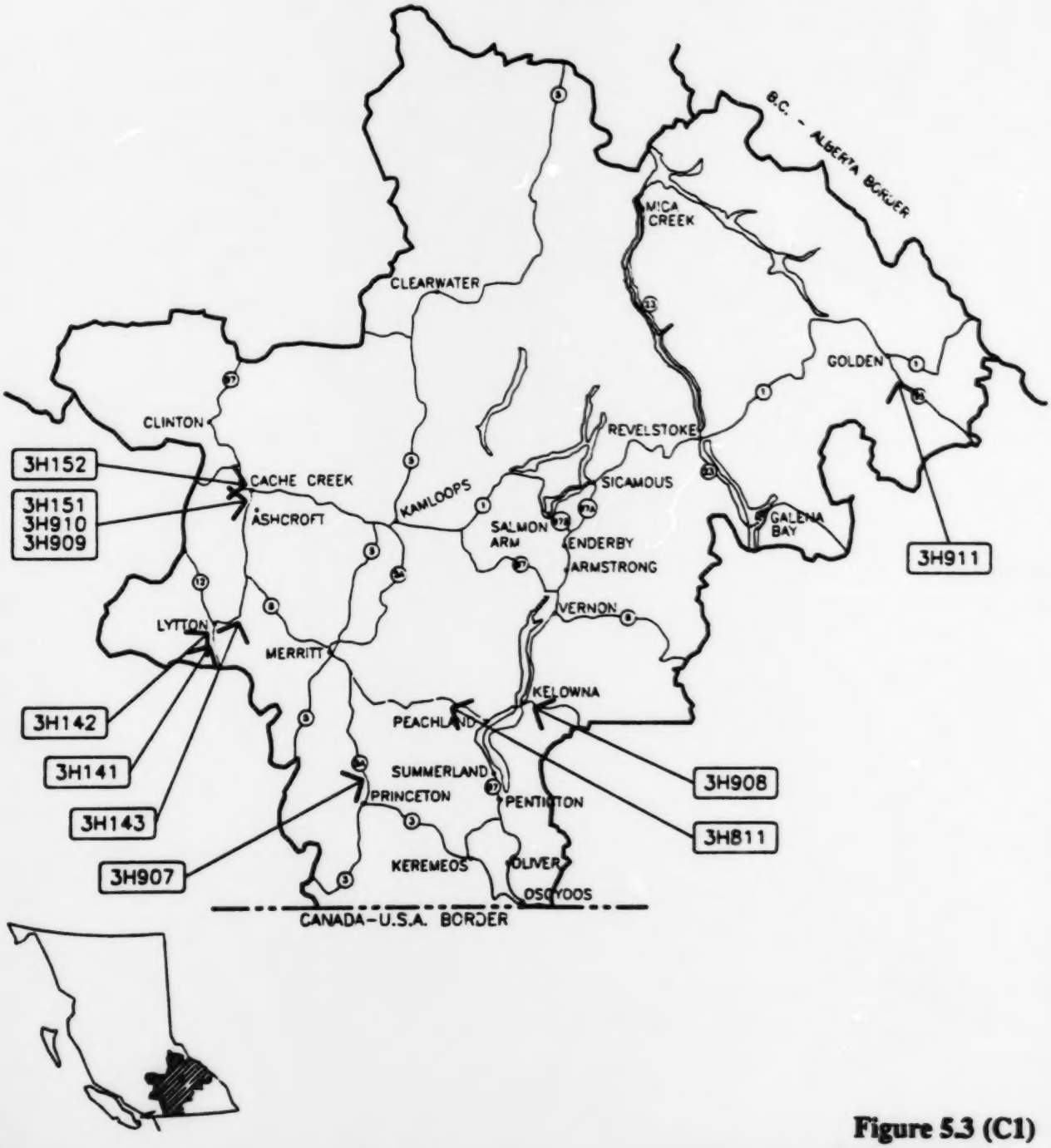


Figure 5.3 (C1)

REGION 3
THOMPSON-OKANAGAN

CATEGORY C HIGHWAY PROJECTS
ROUTE 95, 97, 97b,
FLAT CK.PASS, MAMIT LK.RD., LOWER WEST SIDE RD.

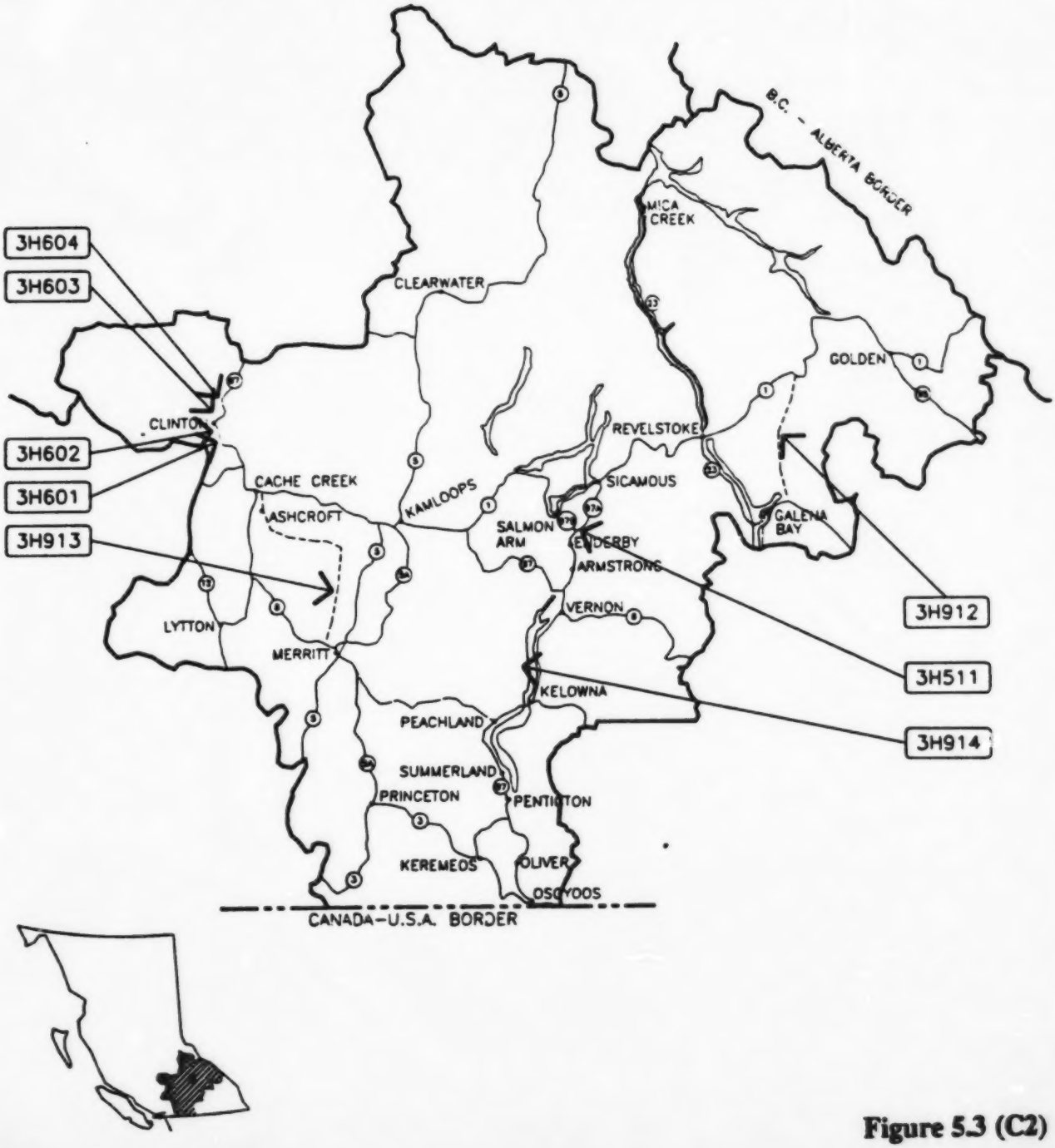


Figure 5.3 (C2)

Table 5.5

HIGHWAYS : CATEGORY D

PROJECT IDENTIFIER	RTE NO.	SECTION (From-To)	KM	TYPE OF WORK (Rehab/improvement/new constr)
3H161	1	Ghost of Walachin rest area-	25.4	Improvm't:100km 4-lane rural art.
3H162	1	Ainsw'rth Mill-E.Kamloops Lake v.pt.	6.1	Improvm't:100km 4-lane rural art.
3H163	1	View Pt.-Cherry Cr. Ranch	5.9	Improvm't:100km 4-lane rural art.
3H160		SUBTOTAL: Rte 1	37	
3H821	Cog.Conn	Aspen Grove-Kingsvale	25	Improvm't:110km 4-lane Frwy
3H915		Louis Cr.-Adams Lake*	34	Imprvm't/new Constr.
3H916		Louis Cr./Anglemont-Squilax Hwy.*	61	Imprvm't/new Constr.
3H917		Howse Pass*	86	New Constr.
3H918		Chase-Tod Mtn.(McGillivray Lk Rd.*)	63.5	
3H919	New 97?	West Side Rd.-Oka. Conn.-O'Keefe	88	
		TOTAL CATEGORY D	395	

REGION 3
THOMPSON-OKANAGAN
CATEGORY D HIGHWAY PROJECTS

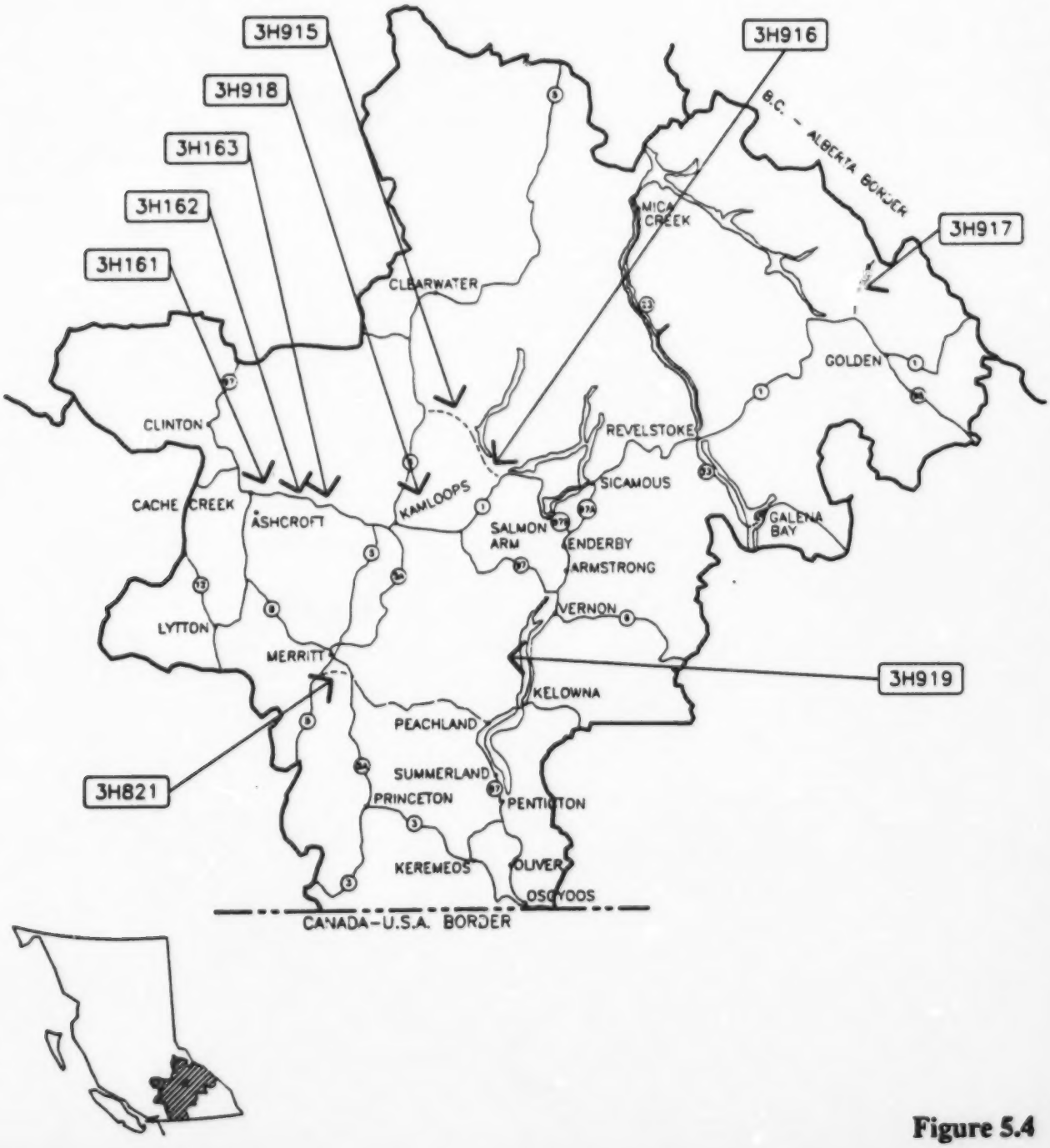


Figure 5.4

6.0 PROPOSED INITIATIVES

A number of policy issues were raised at public hearings and considered by the Committee. As discussed in Chapter 4, these issues and proposed initiatives covered highways, rail, air, ports and transit.

6.1 Highways

Signage and Safety Markings

The Committee recommended that in the interest of safety, cats-eye centre-line and shoulder/guardrail markings be used more extensively. It was also pointed out by the Committee that lane and centre-line markings within federal parks have not been conscientiously maintained.

Taking note of the submissions which raised the question of descriptive and informational signs, the Committee expressed optimism about the new signage policy now being implemented by the Ministry of Transportation and Highways, and hoped that the new Province-wide policy would be a step in the right direction.

The Committee also noted the concerns of the South Okanagan and Similkameen areas about the need for better informational signs alerting tourists of routing opportunities from the Coquihalla.

Tied in with informational signing was the Committee's recommendation that signs at rest areas include notice of the distance until the next rest stop. There were a number of aspects discussed regarding rest areas; these included the safety considerations for truckers and the possibility of combining rest stops with brake inspection checkpoints.

The Committee also noted the need for a greater number of scenic pull-offs on the regional highways. These areas should also provide restroom facilities.

Road Maintenance

The Committee expressed concerns over the shortfall in rehabilitation and repaving funds. To prevent deterioration of major and local roads, maintenance should not be deferred. In view of the number of submissions received on the issue of local and district roads, the Committee saw the need for more funding to rehabilitate and upgrade local roads.

Given the importance of tourist destinations such as ski resorts and the entrained income and spin-off benefits to the local economy, the Committee supported and encouraged the provision and maintenance of adequate roads to these sites.

Weight Restrictions

The Committtee acknowledged the trade-offs entailed between incremental costs for additional pavement strengthening and the additional costs to shippers during the spring weight restriction season. The Committee was of the opinion that major highways should be constructed to a standard which obviates weight restrictions. For local and feeder roads the question is more one of the individual shipper's locational decision and should thus be viewed on a case-by-case basis.

6.2 Railways

With the cessation of service on the CP Branch Line from Spences Bridge to Princeton and perhaps eventually the Okanagan Subdivision serving Kelowna, service options to shippers will be reduced and a greater load will be placed on regional highways. As is now the case with Route 5A, heavy trucks are being diverted on to roadways with insufficient base and pavement strength to withstand loadings.

The Committee strongly felt that all measures should be taken to keep the railway network intact and that policy measures should be taken to increase the financial viability of branch line and short line feeder operations. These measures would include the following:

- amend B.C. Assessment Act Section 27 and Regulations 218/86 and 203/86 to remove the onerous tax burden upon rail branch lines and revise the taxation structure to reflect the revenue generated on the lines;
- seek exemption from National Transportation Act and National Railway Act labour clauses, B.C. Railway Act and labour restrictions which restrict application of more efficient manning rules;
- encourage feeder/interchange/running right agreements with mainline railways to allow security of base traffic before major customers divert to road transport;
- provide funding for upgrading of critical branch lines to handle traffic safely and efficiently.

Recognizing that short line rail operations may not always prove viable and with the prospect of heavy loadings diverted onto regional highways, a commitment should be sought from the federal government to assist in the rehabilitation and betterment cost for roadway capacity and pavement strengthening.

Regarding rail lines which have been abandoned, the Committee recommended that assets and right of way be kept intact. Such corridors would be difficult to replace should tourist trains or future rail bus commuter operations become feasible in the future. In this respect, provincial policies should be clarified on the turn-over or devolution of corridors to regional or local levels of government.

6.3 Transit

Transit service is an essential service for those who cannot drive. This includes the young, the very old, the disabled and those who cannot afford to keep a vehicle on the road. To supplement the role of custom transit and HandyDart, the Committee felt that wheelchair-accessible taxis can economically fill part of the need for paratransit services at a lower cost than HandyDart. The Committee has proposed that the provincial government consider subsidizing the cost of converting at least one taxi per municipality to fill this need.

6.4 Ports

The Committee recognized the importance of efficient and adequate tidewater port facilities to handle cargo flows generated by the regional hinterland. Port terminal capacity is required to handle dry bulk commodities such as export lumber.

It was also proposed that an inland port facility be established in Kamloops to take full advantage of its role as a junction of highway and rail mainlines and expand on Canada Customs services for inland clearance. The Committee recommends that feasibility studies be initiated for providing a full-service inland (dry) port facility with Canada Customs-bonded area, duty-exempt processing zone and services for container stuffing/destuffing.

Table 6.1

SUMMARY OF PROPOSED INITIATIVES

INITIATIVE	INITIATIVE TITLE	PROBLEM/OPPORTUNITY	ACTION PROPOSED
3H001	Highway signage for tourists	Notice to tourists for routing to South Okanagan, Similkameen	More informational signs @ entrances/exits on Coquihalla
3H002	Highway rest stops	Need rest stops for trucker safety Convenience/scenic stops for tourists	Inform distance to next stop; Restrooms at all rest stops Combine with brake check points
3H003	District rehabilitation funding	Need for more funds to upgrade/rehab/maintain local roads	Increase District rehab funding
3H004	Weight Restrictions	Seasonal limitations on main roads	Build trunk/main highways to handle all-season truck loadings
3H005	Planning data	Lack of timely, comprehensive O/D, traffic flow information	Provide HQ/Regional funding for data collection/processing
3H006	Federal financial help for highways	NTA & Nat'l Hwy Policy stds. imply commitment for select highways	Pursue Fed. assistance for i. Hwy's impacted by rail abandonment ii. Nat'l Primary System Hwys: #1,3,5,97
3R001	Branch Line operations	Improve financial viability of rail branch lines/short line operations	i. Amend Assesment/taxation basis ii. Liberalize manning rules iii. Interchange/feeder traffic agreements for secure traffic base
3R002	Branch line/Corridor preservation	Rail trackage and corridors are valuable assets	Preserve corridors for future transp. uses Maintain intact in perpetuity
3P001	Kamloops Inland(Dry) Port	Need for container stuffing/destuffing shipment assembly/export support svcs & Customs-exempt processing zone	Initiate studies for full service Inland(Dry) Port facility at Kamloops
3T001	Paratransit-Disabled	Need to supplement HandiDART capacity for disabled	Incentives for wheelchair-accessible taxi service in region's communities
3A001	Runway Capacity:Vanc IA	Lack of Vancouver Airport runway capacity delays regional air service opn's	Expand runway cap. at Vanc Int'l Airport

7.0 CONCLUSION

The purpose of the strategic regional transportation plan is to serve the development objectives of the Thompson-Okanagan region. Maintenance, rehabilitation and upgrading of transport infrastructure reduce travel costs and friction to commercial and personal movement and expand travel alternatives. A corollary objective is the reinforcement of commercial linkages, both inter-regional and intra-regional. Components of this include the attraction of tourism revenues and the support and encouragement to manufacturing, agriculture, and resource-based industries.

The Thompson-Okanagan regional highway network serves not only the needs of its own population and resource base, but also offers a set of corridors for international and inter-regional traffic. Routes 1, 3, 5, and 97 are trunk routes of national importance. As pointed out in the 1988 report by the National Highway Policy Study Steering Committee which identified these routes to be of national strategic importance, there is a need to bring this network up to a minimum standard in terms of operating speed, structural adequacy, and rideability.

Priorities viewed by the Committee include critical stretches on the Trans-Canada Route 1 between Kamloops and Salmon Arm, Donald-Golden to Yoho; critical stretches on the Crowsnest Route 3 exampled by Whipsaw, and four-laning of Route 97 from the United States border through to Route 1. In the strategic network plan for the year 2000, four-laning of the Trans-Canada Highway 1 from Kamloops to the Alberta border would be warranted.

Recognizing the additional burden which diverted rail traffic places upon the highway system, the Committee noted a federal responsibility deriving from National Transportation Act abandonment policy implying compensatory funding. Before such withdrawal of branch line rail service and abandonment of rail

assets occurs however, the Committee would urge the provincial and federal governments to take policy measures which would render branch lines and short line operations more viable. These "Freedom to Move" measures include liberalizing property assessment and taxation policy at the provincial level, changing manning rules, and giving encouragements through interchange agreements which would sustain the customer/shipper base on these feeder lines.

The Committee acknowledged the importance and continued vital role of the provincial Air Transport Assistance Program for community airports. The role of Transport Canada in upgrading navigation systems, terminals and runway capacity is vital, particularly as regional freight and passenger demands grow at Kamloops, Kelowna, and other regional airports.

Also recognized is the role of community transit and paratransit services for towns and cities in the Thompson-Okanagan. Of particular significance are the service needs of such groups as senior citizens, students, and the disabled.

In conclusion, the Committee acknowledged the strategic position of the Thompson-Okanagan within the provincial and national transportation network. The region is interdependent with the provincial and national economy and relies upon access, adequate capacity and efficiency at Vancouver International Airport and the tidewater ports of the Lower Mainland. As part of the hinterland feeding the air and sea ports of the Lower Mainland, the Thompson-Okanagan region is a generator of commerce and traffic as well as a corridor for national and international trade and travel.

APPENDIX 8.1

THOMPSON/OKANAGAN REGIONAL TRANSPORTATION COMMITTEE

SUMMARY OF WRITTEN SUBMISSIONS RECEIVED

No.	Name	City	Organization	1st concern	Second concern	Third concern	Fourth concern	Fifth concern
1	Cleghorn, Arthur	Armstrong	Deep Creek Farmers Institute	Deep Creek highway no 4 lane highway thru Deep Cr.				
2	Stewart, Lt.Col	Armstrong	Armstrong Rifle Association C.of C.	97 & 97A maintain existing alignment				
3	Hornby, Ben	Armstrong	City of Armstrong, Office of Mayor	97 & 97A maintain existing alignment	97A, 4 lane Armstrong Vernon line	97A improvements at South Dr. and Reynolds Ave.		Strong climate thoughts Advisory to support Four on Canadian Management
4	Wallenstein, W	Armstrong	Tourism Action Committee	Just from 97A to Armstrong Vernon				
5		Armstrong	Armstrong & Spallumcheen Chamber of Co	97A maintain alignment thru Armstrong				
6	Lawrence, Kenneth	Armstrong	Armstrong Cattle Growers Assoc.					
7		Armstrong	Armstrong Cattle Creek Business Assoc.	97 West				
8		Armstrong	Armstrong 97 West Assoc.	97 West				
9		Ashcroft	Ashcroft Pony Operators	Ashcroft Pony	Ashcroft Bridge			
10	Ofrim, P.T	Ashcroft	Ashcroft	Support for Deep crossing at Ashcroft	Tourism			6 Hwy 1 east, Kamloops
11		Ashcroft	Ashcroft Bin	Ashcroft Pony	Kamloops Rd. Milford Bridges			
12	Hamilton, G.A	Barriere	Barriere Challenge Coach Ltd	Barriere Pool bridge				
13	Hay, Jim	Castle Creek	Barriere		Accidents			
14	Cowan, Bill	Castle Creek	Village of Castle Creek	Intersection Adams and	Signs 97 & 12 & 99	Route 11		
15	Cameron,	Clearwater	Byrne Transport Ltd	3 Golden Hill & tunnel overwidening recommend	Golden Bridge & tunnel	Campbell Hill Airport		
16	Solomon, George	Cache	Clearwater Chamber of Commerce		3A	Hunter Creek Bridge		
17		Chase	Cache Recreation Commission	3 Kamloops Bridge	5A	5A		
18	Hennessy, Richard	Chase	Chase Committee for the Disabled	Bridges	Alignment thru town	Highway Equality Alignment Highway		
19	Hennessy, Richard	Chase	Chase	Support for Trans-signed mobility for persons	Recommend Adams Lake Connector Old highway trucks/caravans request			
20	Hennessy, Richard	Chase	Chase	Request Adams Lake Connector Old highway trucks/caravans request	Chase Adams Hwy Rd. or Trail Rd connector	Chase Adams Hwy Rd. or Trail Rd connector		
21	Hennessy, Richard	Chase	Chase	Future moving ongoing, growing in services	Nationally planned system			
22	Hennessy, Richard	Chase	Chase	1. 4 lane Kamloops Monte Cr. passing lanes Monte Cr Salmon Arm	1. Valleyview Duffies Bonchonnais intersections	Rec rds to main highway removed		
23	Hennessy, Richard	Chase	Chase	1 Kamloops Salmon Arm 4 lane	send car or Chase	5 South of Kamloops Hatley Cr.		
24	Hennessy, Bill W	Clearwater	Clearwater & Dist. C.C.	1 Kamloops Alberta feeder 4 lane	3. Kamloops Alberta feeder 4 lane	Trail Mountain Rd. Tourism	97 4 lane due to rail closure	
25	Wainwright, Bill	Clearwater	West Shop Inn	Clearwater and Air ambulance		Community safety	Pine Grove Bridge	
26	Wainwright, Paula	Clearwater	Tourism	Tourism				Little Fish connection Centre Rock
27		Deep Creek	Deep Creek Farmers Institute	Deep Creek, objects to 4 lane highway				Monte Creek Wholesale passing lanes, overpass
28		Deep Creek	Deep Cr.Hill Spallumcheen Rural Res Assoc.	97 signalized members disturb rural lifestyle				
29	Kerry, Vincent	Kamloops	Atlantic Stage of Sam Steo Stage at Tran	Trans-continental Passenger Train Bus #				
30	Perry, Christine	Kamloops	Cache Creek	97 by pass eastern don't relocate				
31		Kamloops	Clinton Bill and Visiting	97 bypass eastern don't relocate				
32	Bond, Mo	Kamloops	Corp. of the City of Kamloops	97 don't widen through Kamloops				
33	Hall, W.J	Kamloops	Kamloops & Shuswap Chamber of Comm	97 don't widen through Kamloops				
34		Kamloops	Kamloops & Dist Senior Citizen's Comm	97 don't widen through Kamloops				
35		Kamloops	Kamloops & District Museum & Archives	97 don't widen through Kamloops				
36		Kamloops	Kamloops and Dist. Chamber of Commerce	97 by pass eastern don't relocate				
37	Lawrence, Mrs	Kamloops	Kamloops Indian Band	97 by pass eastern don't relocate				
38	Lawrence, Mrs	Kamloops	Kamloops	97A, opposed				
39	Parker, D	Kamloops	Kamloops	97A, objects to 4 lane thru Kamloops should stay Existing				
40	Parker, Shelagh	Kamloops	Kamloops	Objects to widening 97, Bypass Chamberlin & prefer town land				
41	Peel, Richard	Kamloops	Kamloops	97 bypass will make town disappear				
42	Pelletier, Raleigh	Kamloops	Kamloops	97 by pass don't widen through Kamloops				
43	Pollock, Bill	Kamloops	Kamloops	Objects to widening 97 loss of farmland, threat to water supply				
44	Rathbone, George	Kamloops	Kamloops	proposed alternate route 97 with objects Deep Cr. to long Alternate				
45		Kamloops	Kamloops	objects to widening 97				
46	Strang, F	Kamloops	Kamloops	97 by pass loss of business				
47	Vanderpant, B	Kamloops	Kamloops & Shuswap & District & District & Chamber of Commerce	Kamloops Bypass				
48	Watson, Pat	Kamloops	Kamloops Bypass	Kamloops Bypass	Kamloops Monte Creek 4 lane	Peter Lake Rd. 97 1 way, via		
49	Watson, Pat	Kamloops	Kamloops Bypass	Kamloops Bypass	97, Okanagan Ranch not passing lane	Route	Douglas Lake Rd up-grade	
50	Watson, C.C	Kamloops	Kamloops Bypass	Kamloops Bypass	Kamloops Monte Canyon 4 lane, tourist products go East	Recommends Kamloops Thrush Valley Gaynes business		Road alignment, implementation plans Existing portion right, 97 & Peter La
51	Watson, Paul	Kamloops	Kamloops & District Economic Development Com	Kamloops & District Economic Development Com			Rec Cr. Pass improvement new Connection, Galena Pass only	
52	Watson, Paul	Kamloops	Kamloops & District Chamber of Commerce	Kamloops & District Chamber of Commerce				Rail abandonment
53	Young, P.B	Kamloops	Kamloops Indian Band Com	Kamloops Indian Band Com				
54	Morgan, Philip	Kamloops	Kamloops Parks & Recreation	Kamloops Parks & Recreation				
55		Kamloops	Kamloops Bus Part Co.	Kamloops Bus Part Co.		Golden pull in the Kamloops District		
56		Kamloops	Kamloops Thompson Assoc.	Kamloops Thompson Assoc.				
57	Wright, Jennifer	Golden	Golden	Golden	Kamloops Monte Creek 4 lane	Golden logging Rd. Park Creek Beaver Pass	Golden airport, building, lights, apron roads	
58	Wright, Jennifer	Golden	Golden	Golden	1. Golden Donald 4 lane	1. Donald East Glacier Park recreation		
59	Wright, Jennifer	Golden	Golden	Golden	1. Golden Donald 4 lane	1. Golden Donald 4 lane		
60	Allen, W.W	Golden	Golden	Golden	1. Rocking Horse Canyon	1. Golden Donald 4 lane	1 Invermere roads	
61	Johnson, Phil	Golden	Golden	Golden	1. Rocking Horse Canyon	1. Golden Donald 4 lane		Rocking Horse Road bridge 4 lane
62	Powell, Sheridan	Golden	Golden	Golden	Rail abandonment passenger Tourists	1. Kimpton east of Golden valley	Mountain slome Glacier Cr. Area Big Ed. Rogers Pass, Canyon	
63	Powell, Sheridan	Golden	Golden	Golden	down 6 lowering for grain cars			99 mile bottom, Donald, Malcolm, Beaver Cr mtn. Trucks on passenger cars
64	Smith, Adrian	Golden	Golden	Golden	1, east of the 10 mile			
65	Smith, Adrian	Golden	Golden	Golden				
66	Smith, Adrian	Golden	Golden	Golden	1. East & West of Golden-station for school bus safety			
67	Smith, Adrian	Golden	Golden	Golden	passenger rail service	Short line railway into Okanagan		
68	Smith, Adrian	Golden	Golden	Golden	Kamloops Airport, handling systems, Air Training Centre	Kamloops Airport, handling systems, Air Training Centre		
69	Smith, Adrian	Golden	Golden	Golden	97 Monte Creek Westwold Trucks	Monte Creek Westwold Trucks		
70	Smith, Adrian	Golden	Golden	Golden	reduce public transit times for vehicles overtaking			
71	Lutz, Bob	Kamloops	City of Kamloops, Transportation Div.	1 Valleyview Barnhardt-Valleyview Rd. - Hill rolling road request request	1. Valleyview Barnhardt-Valleyview Rd. - Hill rolling road request request	1. Kamloops Rd. (Overhead Bridge)		
72	Lutz, Bob	Kamloops	Kamloops Chamber of Commerce	1. Valleyview District - interconnecting road Dutch - overall widening				
73	Hanna, Lee	Kamloops	Hall Country Transport Assoc.	Valleyview Hwy IV - Functional 1		Valleyview Hwy IV - Functional 1		
74	Yung, R	Kamloops	Inland Livestock Transport Ltd	97 Vernon Monte Creek Junction				
75		Kamloops	Interior Roads Ltd., Bonaparte Construction	1. Kamloops Blackpool, 4 lanes, collectively transitions				5. Paynup Valley Creek 4 lane
76		Kamloops	Kamloops Indian Band	As the crossing opposes Red Bridge				passed session of this, large transportation plan
77	John, Shannon	Kamloops			Kamloops Indian Band	Kamloops Indian Centre	Interprovincial Rivers Planning Study with transportation plan	Rural multiserving roads in regions

No.	Name	City	Organization	First session	Second session	Third session	Fourth session	Fifth session
156	[redacted]	Penticton	Penticton Airport Advisory Committee	Penticton Airport Alt S & modernization/use of pt. service				
156	Jack, Gordon	Penticton	Penticton Indian Band	3, 3A, 5?				
157	Hoang, B.D.	Penticton	Penticton Kelowna Health Council	Dental Clinic/s Women's center/ citizen housing				
158	Davidson, Harold	Penticton	Reg. Dist. Okanagan-Similkameen	Okanagan South Corridor Link	Upgrading Hwy's 3, 97, 5A			
159	Ellis, J.	Penticton	[redacted]	Heritage Park				
160	Schmidt, J.	Penticton	Canada Day	Kiwanis Memorial Park/ Marina/ Lakeshore Pathway				
161	Mitchell, Alistair	Penticton	Penticton Transmail Ltd	3A, expansion/ Alt. Penticton Airport	3 Penticton			
162	Hallmark, Stephen	Penticton	Apple Tree Painted	3A, Penticton Marsh	3 Penticton Maps	[redacted]		Business
163	Smith, Darrin	Penticton	Penticton and Professional women's club	3 3A Maps, Penticton				
164	Thompson, R.	Penticton	Castle Park	3		Rail abandonment Tourism		
165	Kenyon, Peter	Penticton	Kiwanis	3A	3A	3A		
166	Smith, Lawrence	Penticton	CORP Radio	3, Penticton Orchards	Tourism			
167	[redacted]	Penticton	Holiday Inn	Television Rd	Trucking and Merritt Penticton Kamloops			
168	Bennett, Judy	Penticton	J.M.K. Clothing Co	3, Penticton Maps	3A, Penticton Marsh			
169	Smith, Charlie	Penticton	Pigeon Motors Ltd	3	Au.ctions	Business		
170	McCallum, B.	Penticton	Lloyds world travel	3	3A	Tourism		
171	Hammond, Doug	Penticton	Penticton Fords	3, Penticton Maps	3A, Penticton Marsh			
172	Bill Hamilton	Penticton	[redacted]	[redacted]	[redacted]	[redacted]		
173	Thomson, Rod	Penticton	Penticton & Dist Chamber of Commerce	3	3A	Trucking	Tourism	
174	Peters	Penticton	Penticton & District Community Services	3	Draft marked walls,Campbells	Tourism		
175	Simpson, Bill	Penticton	Penticton & District Museum	Tourism	3			
176	Holt, John	Penticton	Penticton Light & Power Co. Ltd	[redacted]	3 & 3A,archaeological traffic flow			
177	McKinnon, Patsan	Penticton	Penticton Recreation Commission	3A, Penticton Marsh,Kiwanis				
178	Currie, M.D.	Penticton	Penticton Wood Pres	3, Penticton Maps	3A, Penticton Marsh			
179	Deering, B.W.	Penticton	Pro Flo Chemi Sm	3, Penticton Maps	3A, Penticton Marsh			
180	Hallmark, W.D.	Penticton	[redacted]	3, Bond Haven, Copper Cr. Saturday Cr. Friday Cr.				
181	[redacted]	[redacted]	[redacted]	3, Penticton Maps				
182	[redacted]	[redacted]	[redacted]	3	3A, Penticton Marsh			
183	Lewis, Jessie	[redacted]	[redacted]	3	Tourism			
184	Gordon, T.G.P.	[redacted]	[redacted]	3, Penticton Marsh	Au.ctions			
185	[redacted]	[redacted]	[redacted]	3	Traffic	Au.ctions	Tourism	
186	Brownhill, J.	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
187	Cook, Gary	[redacted]	[redacted]	3, Penticton Maps	Tourism	Au.ctions		
188	Egli, Margaret	[redacted]	[redacted]	3	3A	Tourism	Truck drivers	
189	Gillard, Pauline	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
190	Smith, Lionel	[redacted]	[redacted]	3, Penticton Maps	3A	Tourism	Tourism	Peachlands traffic,Tidemarks
191	Hall, T.G.	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
192	Hansen, Cheryl	[redacted]	[redacted]	3, Penticton Maps	Tourism	Business		
193	Hamilton, J.	[redacted]	[redacted]	3, Penticton Maps	Rail abandonment	Truck traffic		
194	Smith, Barry	[redacted]	[redacted]	[redacted]	3A	Industry	Rail abandonment	
195	Lawton, J.	[redacted]	[redacted]	3, Maps,Penticton history transit traffic, July 4 Aug				
196	Mitchell, Maxwell	[redacted]	[redacted]	3, Penticton Maps		Au.ctions	Tourism	
197	Wolfe, A.	[redacted]	[redacted]	3 west of Penticton,Okanagan Beef cereals				
198	Gillam, W.D.	[redacted]	[redacted]	3	Au.ctions			
199	Nelson, Randy	[redacted]	[redacted]	3, Penticton Maps	Au.ctions			
200	Mitchell, Debra	[redacted]	[redacted]	3	3	Tourism		
201	Mayer, Trudy	[redacted]	[redacted]	3, Penticton Maps	3A	Tourism		
202	Mitchell, Maxwell	[redacted]	[redacted]	3, Penticton Maps	Tourism	Rail abandonment		
203	Humphrey, Bert	[redacted]	[redacted]	3, Penticton Maps	Au.ctions,Kiwanis			Peachlands
204	Hannah, Evelyn	[redacted]	[redacted]	3, Penticton Maps				
205	Hallmark, Kenneth	[redacted]	[redacted]	3,municipal maps, kiwanis				
206	Hallmark, Kenneth	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
207	Gray, Catherine	[redacted]	[redacted]	3, Penticton Maps				
208	Hall, Warren	[redacted]	[redacted]	3A	3	Rail abandonment	Rail abandonment	
209	Pierce, Fred	[redacted]	[redacted]	3, Penticton Maps	3A			
210	[redacted]	[redacted]	[redacted]	3	Tourism	3A	Mining	Rail abandonment
211	Hamburg, M.	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
212	Thomson, Kelly	[redacted]	[redacted]	3,early ore lands				
213	Mitchell, Bill	[redacted]	[redacted]	3, Penticton Maps	3A, Penticton Marsh			
214	Hallmark, R.	[redacted]	[redacted]	3, Penticton Marsh,early				
215	Cunningham, Rod	[redacted]	[redacted]	3A Trucks		Au.ctions		
216	Burton, Rob	[redacted]	[redacted]	3 & 3A, Woods Island	Rail abandonment			
217	Hampton, John	[redacted]	Bank of Montreal Ltd	3, Penticton Maps	3A	Tracks		
218	Hampton, W.B.	[redacted]	Bank of Montreal Ltd	[redacted]	[redacted]	[redacted]		
219	[redacted]	[redacted]	Penticton Big Bar Mounts Trans Canada	97, Kamloops Penticton, Penticton Summerland	3, Weyerhaeuser Cr. Eastgate crossing bridge to Vancouver - East Mt.	3A Heavy industrial traffic		
220	Taylor, R.E.	[redacted]	Weyerhaeuser Canada Ltd	CP rail abandonment to Penticton	[redacted]	Rail abandonment	3 East sidings	
221	Smith, Gloria	[redacted]	[redacted]	Kingston, Copper Cr./Hedgepeth Falls, development	3A, Penticton Marsh,Apple Garden	Rail abandonment	Hamlet Pass Route, Donald Mt.growers on 1, access control Alberta market	Mine/Mineral exploration
222	Hartwig, G.E.	Penticton	City of Penticton	1, Kamloops to Alberta border,diversion,Lyndman, 4 lane	Subsidized commercial air service	1, Three Valley Gap protection		

[redacted]	City	Organization	First concern	Second concern	Third concern	Fourth concern	Fifth concern
[redacted]	Revelstoke	City of Revelstoke	Three Valley Gap Evidently Route	6. Railway South Stream	Long term vision about Auto/rail to south		
[redacted]	Richmond	B.C. Road Builder & Heavy Const. Assoc.	Plan ahead for ongoing provincial funding for arterial road	Plan on provincial commitment for road safety			
[redacted]	Richmond	Canadian Helicopters (CHC)	Helicopter infrastructure				
[redacted]	Richmond	Richmond Food Bank	3. Hope Pass also suggest at least to Princeton				
[redacted]	Salmon Arm	Columbia Shuswap Regional District	1. Settlement on Mara/Hoop Canyon				
[redacted]	Salmon Arm	Shuswap Okanagan Rail Trail Coal	Short line Regional corridor opportunity, water road, operator open ground	Sicamous Bridge	1. Sicamous Lake River section		
[redacted]	Salmon Arm	Tourism Salmon Arm		Rail property for border	Rail property for border	Planning light Notch Hill Seymour intersection	upgrade 1 & 6th Southwestern Rd. on Shuswap
[redacted]	Salmon Arm	Shuswap Salmon Rail & 6th	97 STR supports 4 laning	Sheep Creek Valley corridor objects to realignment of corridor			
[redacted]	Salmon Arm	Shuswap Salmon Rail & 6th	Join Mabley Rd. at Pond Rd	Jim Travel crowds & 697	Old Sicamous/Salmon Rd. @ Shuswap designation	Trans Canada between Sicamous & Salmon Arm	6th & East of Sicamous @ Mahoney Lake
[redacted]	Sicamous	Chamber	3. Penticton Hope				
[redacted]	Sicamous	Shuswap Community Futures	Adams Creek Adams Lake Connection	Sicamous Bridge		Planning level crossings	
[redacted]	Sicamous	Chamber of Commerce, Sicamous & Dist	1. Sicamous Salmon Arm	Shuswap pt. 31-697	24 upgrading - connecting 97 to 5		
[redacted]	Sicamous	Parkview Elementary School	1 Traffic Control - signals/stops	97 Crossing light	Access west side Mara Lake		Pedestrian crossings 6th & 61
[redacted]	Sicamous	Parkview Elementary School	Crossing at Trans Canada & 697	Extension of Parkside Dr west/TCH crossing	1 west side of Mara Lake to have two access		
[redacted]	Sicamous	Parkview Elementary School	Parkside Dr. crossing @ 97A	Need school intersection @ 97A, transfer with	Access to west side Mara Lake		
[redacted]	Sicamous	Rotary	1 Accidents on Sicamous	Access from west side Mara Lake	Accidents on Trans Canada		
[redacted]	Sicamous	Sicamous & Dist Chamber of Commerce	1. Notch Hill Rd. intersection need warning light				
[redacted]	Spallumcheen	Township of Spallumcheen	97A mountain crossing alignment				
[redacted]	Spallumcheen	Township of Spallumcheen	97 & 97A mountain division alignments				
[redacted]	Spallumcheen	Township of Spallumcheen	Merrill Douglas Ln Salmon Ln Westwold & upgrade	97A upgrade and control overpasses & frontage rds.	97, Merrill Lake Merritt Creek junction upgrade to 4 lane	Permanent Valley rd. Salmon River Rd. grade sep.	Westside Highway upgrade Westwold North Okanagan Ln
[redacted]	Spallumcheen	Township of Spallumcheen	Westwold Highway intersection not be connected	Westwold Highway intersection not be connected			
[redacted]	Spallumcheen	Township of Spallumcheen	3 Hope Princeton	3A Merritt Princeton			
[redacted]	Spallumcheen	Township of Spallumcheen	Widening of shoulders children supervised	Widening of shoulders children supervised	Custom Transit Kelowna south Hope Inn, over	No visible lane	Shoal building, highway, roadway, lake side, culvert, wide drainage
[redacted]	Spallumcheen	Township of Spallumcheen	Agora Algona & Wastad Plains Mtns. passes, Ski Resort				
[redacted]	Vernon	Chamber	Short haul trans vans ads to 33 mins & Israel Trucks				
[redacted]	Vernon	Hobbs Silver Inc.	Tobermorite Rd. closure				
[redacted]	Vernon	Greenboy Transportation	Tandem of rail short lines & transl Stop				
[redacted]	Vernon	Sparo Transport Ltd	97 Shortcuts overpass needed				
[redacted]	Vernon	Corporation of the City of Vernon	Traffic Management Committee	97 Kelowna City limits	Upper 97 & 1 lane Kelowna and shoulders	Landslip shows at non ground level conditions	
[redacted]	Vernon	Corporation of the City of Vernon	Douglas Lake Rd. Westwold to 3A upgrade	Douglas Lake Rd. Westwold to 3A upgrade	97 upgrading favoured over 97A	Worldwide Camera Link receive ROW for future restricted access	
[redacted]	Vernon	Corporation of the City of Vernon	Lumber via rail service found Vernon on Okanagan Valley line	Vernon airport lighting & navigation aids	Kelowna Airport longer runway		Culvert and bridge maintenance program
[redacted]	Vernon	BCT Chartered Trucking Ltd	Merritt Creek Hill Westwold, 6 kms, overpass	97 Campbell Creek Lumber Railroad increased traffic	Merritt Creek Hill Westwold, culvert	St. Anne's Hill passing lane	Culvert widening needed
[redacted]	Vernon	B.C. Forest & Aquaculture	Join and crossing at Okanagan Lake via Westwold & West side Rd				Bathroom Bridge Project Cost 2 kms
[redacted]	Vernon	Regional District of North Okanagan	Douglas Lake Rd. - collector between Heads Ln & Westwold	Douglas Lake Rd. - collector between Heads Ln & Westwold		Landslide sign policy	
[redacted]	Vernon	Resident	Upgrade completion	Upgrade completion	Traffic along highway		More details planning not abandonment of abandoned railroads or utilities
[redacted]	Vernon	Resident	3A widen to paved shoulders	3A widen to paved shoulders	6 highway slow crossing		
[redacted]	Vernon	Resident	Mabley Rd. safety	Mabley Rd. safety	6 Lavernock Rd. sharp corners, south closure		
[redacted]	Vernon	Rotary	Cambridge Road	Cambridge Road			
[redacted]	Vernon	70 Stange Blasting & Stange	Rail abandonment	Rail abandonment			
[redacted]	Vernon	Corporation of Westwold and Adams Lake	Air service Okanagan Vancouver	Air service Okanagan Vancouver	Canadian Connector 2 runs, one night Ottawa Kingston	Proposed 1-6 lane	Roads through Kelowna and Vernon
[redacted]	Westwold	Westwold Community Group	97, Merritt Cr. Westwold/Heads Ln/Falls, shoulders, narrow shoulders	Merritt Cr. Hill Westwold/Falls Ln, narrow	Merritt Creek Hill Westwold, bans, fly road, down lane		
[redacted]	Westwold	Westwold Community Group	97 Westwold/Merritt Cr./Falls, bends, non-passing lane, narrows	Westwold/Falls Rd. passing			

Date	City	Presenter
March 10, 1989	Vernon	Beardsdell, B.
		Smith, N.
		Ellens, H.
		Power, R.
		Alexis, M.
		Palfrey, M.
		Tassie, P.
		Rigendel, D.
		Phillips, G.
	Lumby	Hartman, J
		Saunder, R.
		Jack
		Scott, M.
		Werner, A.
		Prince, G.
		Dashner, B.
	Winfield	Citizen, unknown
March 14, 1989	Princeton	Wiren, W.
		Montgomery, B.
		Hall, J.
		Elliot, G.
		Taylor, B
		Goodwin, R.
		Vogelaar, T.
	Ashcroft	Littlewood, N.
		Taylor, B.
		Moore, A.
		Day, T.
		Craig, D.
March 15, 1989	Merritt	Sanders, G.
		Egan, V.
		Baird, B.
		Norgaard, H.
March 17, 1989	Salmon Arm	Abbot, G.
		McGillis, B.
		Smith, D.
		Cromarty, D.
		Meade, J.
		Woldringh, V.
		Forester, D.
		Chambers, D.
		Jorgensen, J.
		King, R.
		Frost, J.
		Comerdy, D.
		Hood, R.
		McLelland, A.
		Marelus, B.
		McGillis, B.
		Frost, W.
		MacDougal, G.
March 18, 1989	Kelowna	Frederick, G.
		Nunn, G.
		Miles, R.
		Stewart, J.
		St. George, B.
		Stewart, J.
		Balanger, A.
		Cave, G.

Date	City	Presenter
		Nahm
		Wejer, M.
		Patterson, K.
		Mitchell, W.
March 23, 1989	Penticton	Johnson, T.
		Armstrong, C.
		Roersma, G.
		Berry, S.
		Betts, D.
		Sells, P.
		Patterson, K.
		Dick
		Thompson, J. & E
		Lalstrom
		Okanagan/Similkameen Com. Futures
		Stout, G.
		Okanagan Mainline Mun. Assoc.
		de Boer, L.
		Cook, M.
		Selles, P.
		Klootwyk, L.
		Spencer, J.
		Lund, R & M. and others
		Sismey, A.
March 23, 1989	Osoyoos	Miles, L.
		White, B.
		Wills
		Shields. T.
		Forte, V.
		Mayer, R.
		Wyndle, M.
		Jones
		Cowan, D.
		Shields, T.
		Koffman, M.
		Schultz, H.
		Zoll, S.
		Edwards, A.
		Paulsen, E
		Sch. Dist #16
		King, R. & M.
		Bartlett, D. & A.
		Wilson, J.
		Sanderson, R.
		Cristensen, G.
		Verschuren, J.
		Sward, G.
		Wills, J.
		McLachlan, W.
April 8, 1989	Enderby	Norris, H.
		Carlson, B.
		Johnson, C.
		Laventure, V.
		Halvorson, E.
		Rintoul, S.
		Jackson, M.
		Hall, R.
		Griekus, J.
		Sylvester, L.

Date	City	Presenter
		Goldstrom, E.
		Bawtree, L.
		Watt, H.
		Lee, R.
		Sommer, R.
		Graham, R.
		Docksteader, M.
	Kamloops	Coxon, W.
		Morris, L.
		Fraser, D.
		Lampin, J.
		Tatton, G.
		Kurtz, E.
		Galloway, M.
		Frost
		O'Brian, B.
		Farris, C.
		Armston, E.
		O'Neil
		Bjorndal, K.
		Lutz, D.
		Stodaola, J.
		Kadenski, M.
		Richmond, C.
		Cannaday, D.
		Bahnsen, K.
		Adamski, M.
		McLean, E.
		Childs, E.
April 20, 1989	Golden	Doyle, J.
		Peacock, P.
		Mason, P.
		Patrick, R.
		Demmon, F.
		Amisano, P.
		Allan, B.
		Church, I.
		Burki, H.
		Reid, B.
		Opra. J.
		Major, A.
		Taylor, P.
		Parker, S.
		Kucera, C.
		Bob
		Shaw, C.
		John
		Elkington, P.
		Meade, J.

APPENDIX TABLE 8.2

ROAD PROJECTS COVERED UNDER ONGOING MINISTRY PROGRAMMES

	SECTION (From-To)	TYPE OF WORK (Rehab/improvement/new constr)
	Douglas Lake Rd.; 5A Quichena-97Westwold-73km	
	Rutland Rd. (Between 33-97)	
	Falkland: Salmon Valley Rd. (Scwebbes Br.-Salmon Arm)	Improvm't-31km
	Pillar Lake Rd.- #97-#1	Improvm't paving
	Trinity Valley Rd	Improvm't/ paving
	Mabel Lake Rd.	Improvm't/ paving
	Tulameen Rd	Bridge repair
	Equinox Resources mine access to rte 23	
	Clearwater Valley Rd.-Helmcken Falls	
	Golden: Golf course Rd	Improvm't- sect. on private land
	Kelowna No. Connector	Refer to city
	Ord Rd.(Kamloops Airport)-8th st.	City st.
	Vernon-27th St Extension	Refer to city for further study
	Afton interch. @ #1 west to Cache Cr.	
	Churn Cr. br. ; Gang Ranch South	New Constr.-Caribou Dist
5	Heffley-Louis Cr.-Little Fort	Local rehab/paving
	Naramata: Partridge Rd	Improvm't
	Chase: Pine St. Br.	
	Vernon:Bailey & Commonage Rd	Improve alignment & pave
	Access Mara Lake, West Side(Sicamous)	
	Barnhartvale Rd.	Rehab/improvm't-paving
	Ashcroft Br.	In process
	Mclure-Barriere	Rehab/pave
12	Rte 1-Pavilion Lake	Rehab-paving/intermit. recap
97N	Cache Creek- 70 Mile	rehab-paving
5	Rayleigh-Heffley Cr.	Committed
1	Savona Overhead/RR crossing	New Constr.
1	Summit O.H.-Barnhartvale	Rehab (paving)
1	Barnhartvale-Campbell Creek	Improvm't:100km Junior Expy.
	Big White Ski Resort access	Tendered
1	Hartley Rd.-3km east	Improvm't: curves
1	Edelweiss-Golden	Improvm't:100km junior expy
5	Great Bear Snowshed-Murray Br.- -Glenwalker-Nicola Interch.	Rehab-paving
	Meadow Creek Rd.; Highland Valley Copper-Walloper interch.-36km	
33	Kelowna East bound to Reg bdy	Repaving in 5-yr Hws Programme